



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

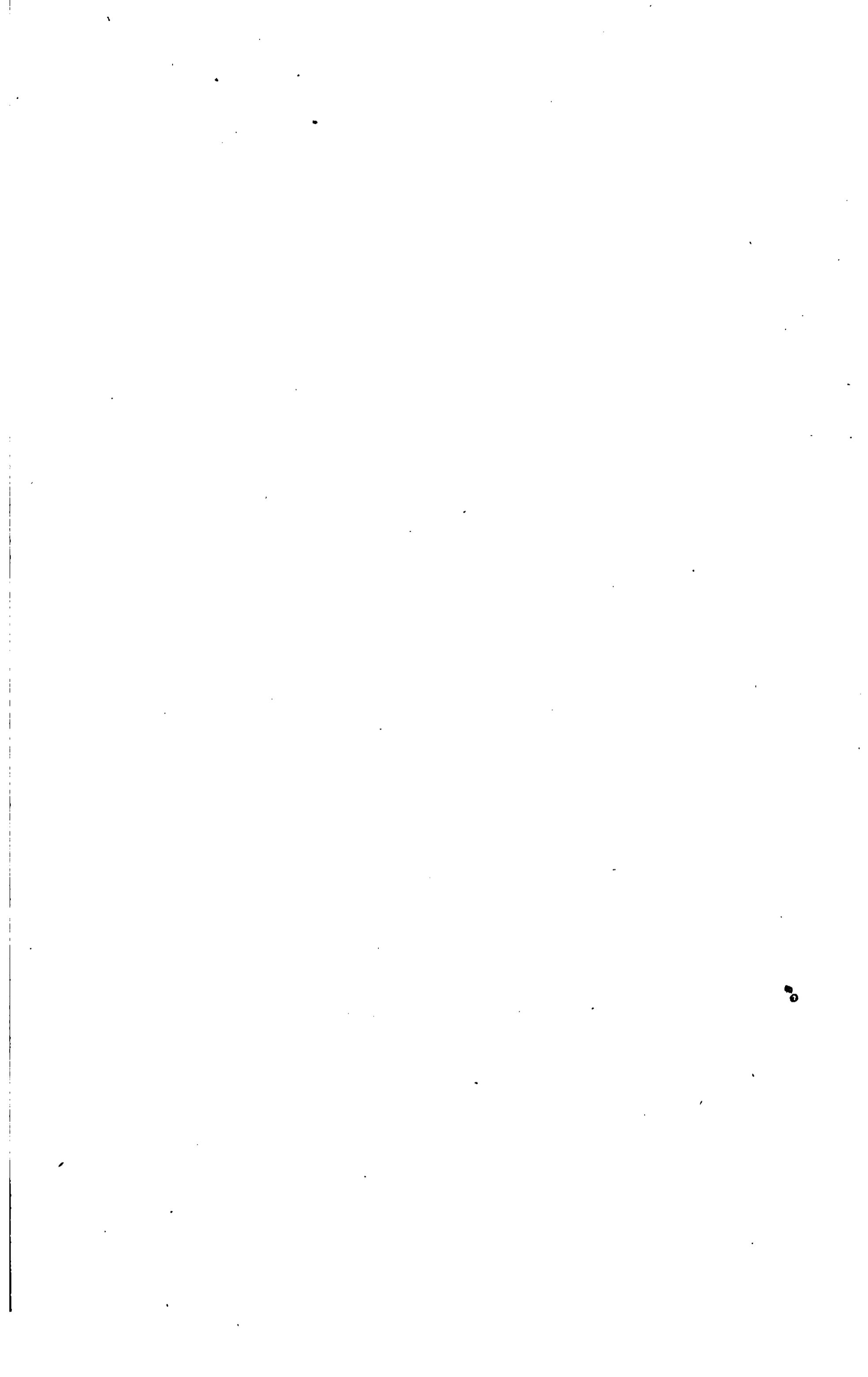
### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>







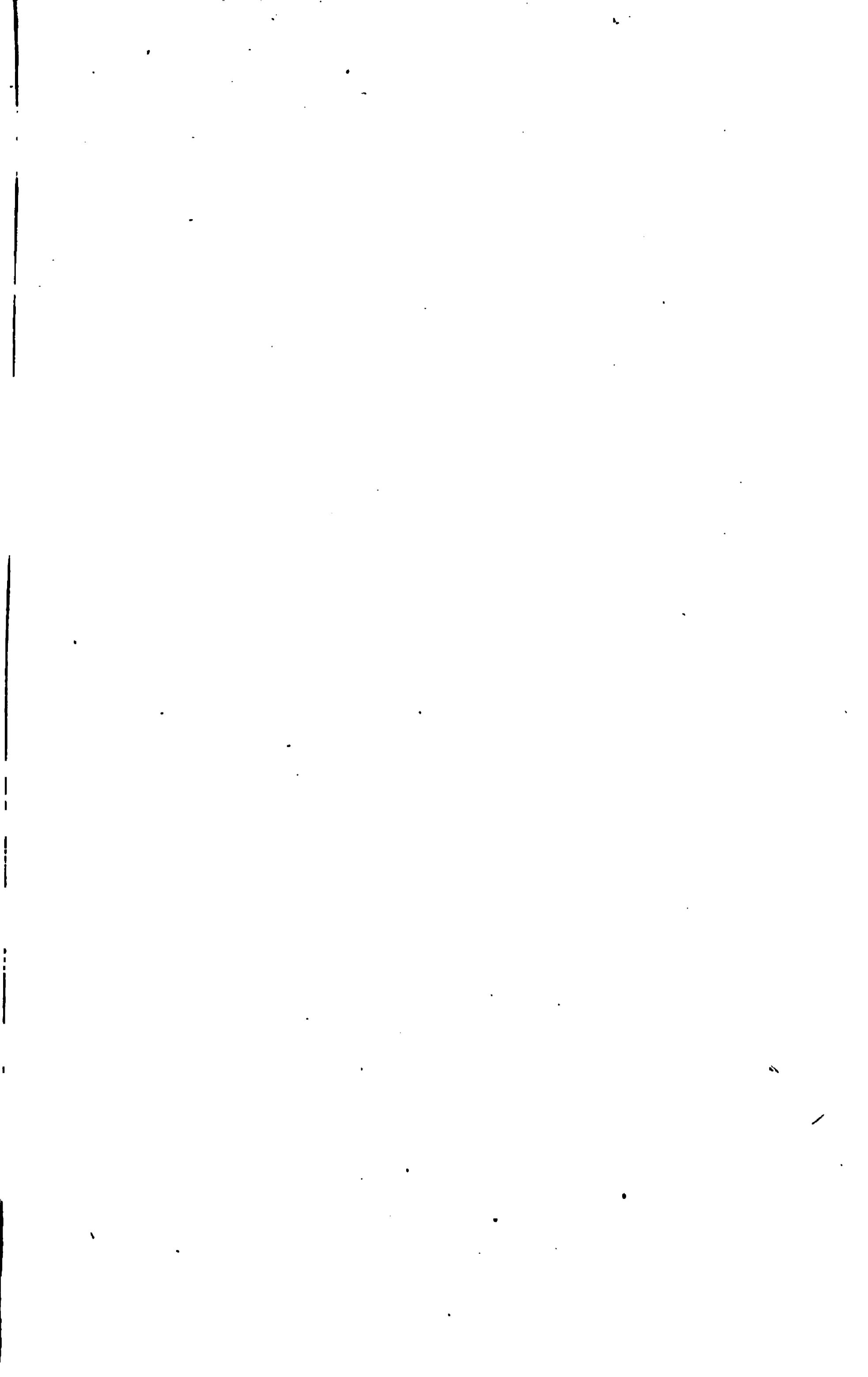












Scanned by Turner from a Photo by Crown © become A

Turner - 1999 - 12 - 0 - unnumbered - 2000 - 100



THE  
NAVAL HISTORY  
OF  
GREAT BRITAIN,  
FROM THE YEAR  
MDCCCLXXXIII TO MDCCCXXII.  
—  
BY  
EDWARD PELHAM BRENTON, Esq.  
CAPTAIN IN THE ROYAL NAVY.  
—  
VOL. V.

London:

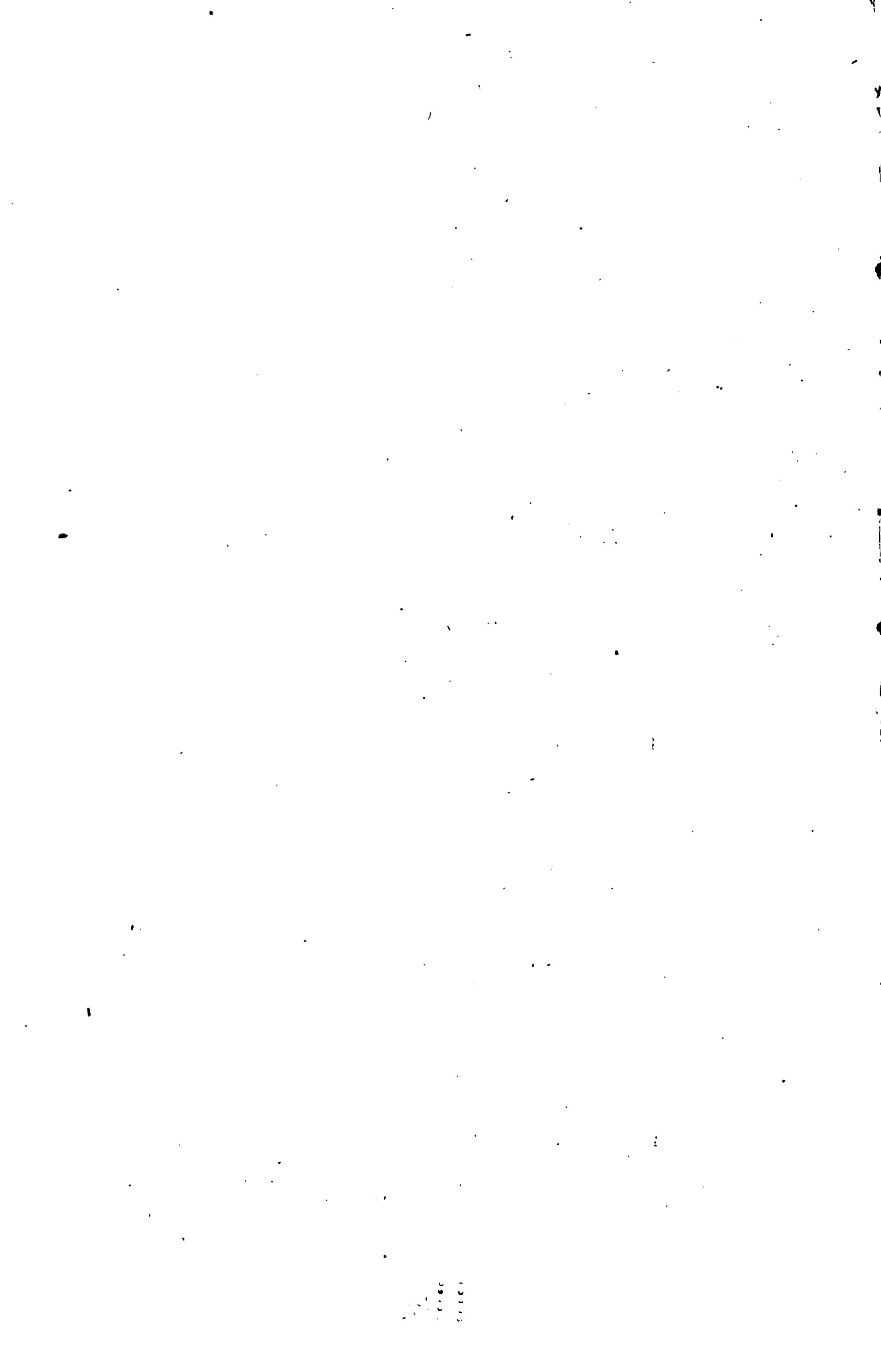
PRINTED BY J. F. DOVE, ST. JOHN'S SQUARE:

PUBLISHED BY C. RICE, MOUNT STREET, BERKELEY SQUARE:

SOLD ALSO BY

Budd and Calkin, Pall Mall; W. Clarke, New Bond Street; G. Cowie and Co. Poultry;  
J. M. Richardson, Cornhill; Sherwood and Jones, Paternoster Row; Mottley and Co.  
Portsmouth: M. Keene, Dublin: and H. S. Baynes and Co. Edinburgh.

1825.



THE  
**LIST OF SUBSCRIBERS.**



Stacks  
Reference  
Export  
4-12-45  
51828  
vol. 5

## LIST OF SUBSCRIBERS.

### HIS MOST GRACIOUS MAJESTY,

3 copies

His Imperial Majesty the Emperor Alexander  
His Royal Highness the Duke of York  
His Royal Highness the Duke of Clarence  
His Royal Highness the Duke of Sussex  
His Royal Highness the Duke of Gloucester  
Her Royal Highness the Princess Sophia of Gloucester  
Admiralty, the Right Hon. the Lords Commissioners  
of the, 2 copies

Adam, Lieutenant Charles, R. N.  
Antrobus, Sir Edmund, Bart.  
Antrobus, Edmund, Esq.  
Aplin, Captain John G.  
Argles, Captain George  
Archdeacon, John, Esq.  
Ashmore, Thomas, Esq., 2 copies

Bain, Captain Henderson, R. N.  
Ballard, Rear-admiral Samuel James  
Bannister, Lieutenant J. W., R. N.  
Basden, Lieutenant Charles, R. N.  
Baynton, Vice-admiral Sir R. W.  
Bazeley, Captain Henry  
Bazeley, Rear-admiral John  
Beauclerc, Lord Amelius  
Bedford, His Grace the Duke of

## THE LIST OF SUBSCRIBERS.

Beechy, Sir William, Kt.  
Belcher, Andrew, Esq., 2 copies  
Bell, Lieutenant Charles  
Bennet, Captain Thomas, R. N.  
Biden, Captain Christopher, H. C. S.  
Bligh, Rear-admiral John, C.B.  
Bligh, Captain George M., R. N.  
Booker, Mr.  
Bourne, Captain Henry, R. N.  
Bowles, Captain William, R. N.  
Brenton, Captain Sir Jahleel, Bart. K.C.B.  
Brenton, Captain John  
Brenton, Edward Brabazon, Esq.  
Brenton, John, Esq.  
Brisbane, Captain Sir Charles, K.C.B.  
Bridgman, William, Esq.  
Broke, Captain Sir Philip Bowes Vere, Bart. K.C.B.  
Broke, Major George  
Brooke, Lieutenant Peter, R. N.  
Brown, Mrs. Admiral  
Brown, Henry, Esq. Portland Place  
Brown, Charles, Esq. Jamaica  
Brown, Captain Philip, R. N.  
Bullock, Mrs. Elizabeth  
Burdett, Captain George, R. N.  
Burton, Captain Thomas, R. N.  
Byron, Captain Richard, C.B. R. N.  
  
Cains, Lieutenant J. W.  
Campbell, Major  
Campbell, Captain Patrick  
Campbell, Mr. J., Midshipman of H. M.'s ship Briton  
Campbell, Mr. G.  
Carnegie, Right Hon. Lady Jane Lindsay  
Castelcicalla, His Highness the Prince of  
Caulfeild, Captain James, R. N.

## THE LIST OF SUBSCRIBERS,

**Cheetham, Captain Edward, R. N.**  
**Clavel, Captain John, R. N.**  
**Clephane, Andrew, Esq.**  
**Clerke, Richard, Esq. Bognor**  
**Cockburn, Vice-admiral Sir George, Bart. G.C.B.**  
**Cockburn, Sir James, Bart.**  
**Cochrane, Admiral the Hon. Sir Alexander**  
**Cochrane, Captain Sir Thomas**  
**Cochrane, the Hon. Basil**  
**Cochrane, Captain N. D., R. N.**  
**Cochrane, Captain Charles James**  
**Coffin, Admiral Sir Isaac, Bart.**  
**Cole, Captain Sir Christopher, K.C.B.**  
**Collingwood, G. L. Newnham, Esq.**  
**Colpoys, Vice-admiral Edward Griffiths**  
**Cooke, Christopher, Esq.**  
**Crawley, Vice-admiral Edmund**  
**Crandell, Mr. William**  
**Crispin, Captain Benjamin, R. N.**  
**Crosbie, Lieutenant Richard (H. M.'s revenue cruiser Hawke)**  
**Cunningham, Commissioner, Chatham Dock-yard**  
  
**Dacres, Captain James R., R. N.**  
**Darch, Thomas, Esq., Admiralty**  
**Davies, Lieutenant Louis, R. N.**  
**Davies, Captain Richard P. R. N.**  
**De Starck, Captain Mauritius, R. N.**  
**Derby, the Earl of**  
**Devon, Captain T: B., R. N.**  
**Dick, Captain John, R. N.**  
**Dickinson, Captain, R. N.**  
**Dickinson, Lieutenant D. S., R. N.**  
**Digby, Rear-admiral Henry, C.B.**  
**Digby, Captain George, R. N.**  
**Disney, John, Esq., the Hatch, Essex**

## THE LIST OF SUBSCRIBERS.

Donaldson, Mr. William  
Douglas, Vice-admiral John Erskine  
Douglas, Captain Peter J., R. N.  
Downman, Captain Hugh, R. N.  
Dunbar, Captain Sir James, Bart. R. N.  
Duncan, — Esq. Bath  
Dunn, James, Esq.  
Dyer, Thomas, Esq., Admiralty

East India Company, the Hon. the, 40 copies  
Edwards, Admiral Sampson  
Elliot, the Hon. George, R. N.  
Ellis, Mr.  
Enderby, Samuel, Esq.  
Esdaile, Sir James, Bart.  
Exeter, the Marquis of  
Exmouth, Viscount

Falcon, Captain Gordon, R. N.  
Fane, Captain, R. N.  
Farquhar, Captain Arthur, R. N.  
Fellowes, Captain J.  
Ferrers, Rev. Edmund  
Finlayson, John, Esq., Treasury  
Fisher, Captain Peter, R. N.  
Fitzgerald, Captain Robert L.  
Fitz Roy, Lord William, C.B.  
Foote, Robert, Esq. Charlton, Kent  
Franklyn, Mr. John, Master of the Royal Sovereign yacht  
Fry, Alexander Mackay, Esq.

Gabel, the Rev. Dr., Winchester  
Garth, Captain Thomas, R. N.  
Giffard, Rear-admiral John  
Good and Clerke, Messrs.  
Goodenough, Thomas, Esq.

## THE LIST OF SUBSCRIBERS.

Gordon, the Duke of  
Gordon, Captain Henry  
Gore, Lieutenant-colonel, Coldstream Guards  
Grampus, Hospital ship  
Grant, Mr. A. W.  
Grant, Captain Sir Richard  
Grenville, the Right Hon. Thomas  
Green, Joseph, Esq. Island of Jamaica  
Griffiths, Captain Anselm J.  
Gunnell, Samuel Richard, Esq.  
  
Halford, Mr. James  
Hall, Captain Robert  
Hallowell, Vice-admiral Sir Benj., K.C.B.  
Hammond, Captain Graham E., C.B.  
Hargood, Vice-admiral Sir William, K.C.B.  
Harnage, Captain George, R. N.  
Harrison, Lieutenant, R. N.  
Harrison, Mr.  
Harvey, Rear-admiral Thomas, C.B.  
Harvey, Captain Edward  
Harvey, H. H., Esq.  
Hatley, Captain John, R. N.  
Hatt, Mr.  
Hawkes, Mr. Thomas  
Hay, Captain John B., R. N.  
Hay, Colonel, Treasurer of Chatham garrison  
Hay, Captain James, R. N.  
Hickey, Captain Frederick, R. N.  
Hill, Captain John, R. N.  
Hill, Captain Henry, R. N.  
Hillyer, Captain James, R. N.  
Hinxman, John, Esq., Great Russel Street  
Holmes, Captain William  
Hornby, Captain Phipps, C.B., R. N.  
Hornby, the Rev. J. J.

## THE LIST OF SUBSCRIBERS.

**Hoste, Captain Sir William, Bart. K.C.B.**  
**Hotham, Rear-admiral, Sir Henry, K.C.B.**  
**Hotham, Rear-admiral Sir William, K.C.B.**  
**Hunter, William, Esq., Grosvenor Street**  
**Huntingdon, Captain, the Earl of**

**Inglis, D. D. Esq.**  
**Irby, Captain the Hon. Frederick P., R. N.**

**Jackson, Mr. John**  
**Jameson, Captain James, E. I. C.**  
**Jones, Captain Richard, R. N.**  
**Jones, James, Esq.**

**Kaye, Charles, Esq. Dyer's Buildings, Holborn**  
**Keats, Vice-admiral Sir R. G., G.C.B.**  
**Keith, Viscount**  
**Kerr, Captain Alexander R., R. N. C.B.**  
**Kennett, Mrs., Whitehall Place**  
**Kent, John, Esq. .**  
**King, Vice-admiral Sir Richard**  
**King, Captain, R. N**  
**Knight, Edward, Esq. Junior**  
**Knighton, Sir William, Bart. M.D.**  
**Knight, Mrs. E. C.**

**Lack, Thomas, Esq.**  
**Lacon, Sir E. K.**  
**Leake, Lieutenant John M.**  
**Lee, John Theophilus, Esq.**  
**Library, Chatham Garrison**  
**Library, Royal Marine, Woolwich**  
**Ludlow, Thomas H., Esq., New York**  
**Lynam, the Rev. Robert**

**M'Douall, Lieutenant-colonel Robert**

## THE LIST OF SUBSCRIBERS.

M'Kinlay, Captain George  
M'Murdo, Lieutenant George L. A.  
Maitland, Rear-admiral John  
Malcolm, Vice-admiral Sir Pulteney, K.C.B.  
Maling, Captain Thomas James, R. N.  
Manvers, Captain, the Earl of  
Marjoribanks, Edward, Esq.  
Marryat, Captain Frederick  
Marshall, Captain John Willoughby  
Marshall, Lieutenant John  
Martin, Vice-admiral Sir Thomas B., K.C.B.  
Martin, Captain Thomas  
Mason, Captain Henry B.  
Master, Captain James  
Matson, Captain Henry  
Matthews, Captain Michael  
Mayne, Colonel, Park Street  
Melville, Viscount, 2 copies  
Middleton, Sir William, Bart.  
Moorsom, Vice-admiral Sir Robert, K.C.B.  
Money, Colonel James Kyrle, Horn House, Herefordshire  
Morgan, Rev. Dr.  
Morris, Admiral Sir James Nichol  
Moss, Robert Lee, Esq.  
Mulgrave, the Earl of  
Mundy, Captain George, C.B.  
Murray, Lady

Nagle, Admiral Sir Edward, K.C.B.  
Navy, the Commissioners for victualling the, 2 copies  
Navy, the Commissioners, 2 copies  
Neale, Vice-admiral Sir Harry, Bart.  
Neave, Sir Thomas, Bart.  
Nepean, the Rev. Evan, 2 copies  
Northesk, Admiral, the Earl of, 2 copies  
Northumberland, the Duke of

## THE LIST OF SUBSCRIBERS.

O'Connor, Captain Richard I. L., R. N.  
O'Connor, Captain Richard, R. N.  
Ogle, Rear-admiral Sir Charles, Bart.  
Oliver, Rear-admiral Robert Dudley  
Owen, Captain Sir Edward W. C. R., K.C.B.  
Owen, Captain Charles C., R. N.

Packwood, Captain Joseph, R. N.  
Page, Rear-admiral Benjamin W.  
Palmerston, Viscount  
Parker, Captain William, C.B. R. N.  
Parkinson, Captain, R. N.  
Parry, Captain William Henry Webly, R. N.  
Parry, Lieutenant Edward I.  
Pembroke, the Earl of  
Penrose, the Rev. Dr.  
Phelips, Lieutenant Thomas, R. N.  
Phillimore, Captain Sir John, R. N.  
Phipps, the Hon. General  
Phipps, the Hon. Augustus  
Pigot, Captain Hugh  
Pilford, Captain John, C.B. R. N.  
Pitt, Lieutenant Edward W., R. N.  
Pole, Admiral Sir Charles M., Bart., G.C.B., 2 copies  
Porter, Mrs.  
Prevost, Sir George, Bart.  
Prevost, Captain James, R. N.  
Pryme, Mrs. Elizabeth, 27, Bridge Street, Blackfriars  
Road  
Purvis, Admiral John Child  
Putnam, James, Esq.

Ramage, Captain William  
Rathbone, Captain Wilson, C.B.  
Ray, G. A., Esq.  
Renton, Colonel

## THE LIST OF SUBSCRIBERS.

Rice, Walter, Esq.  
Ricketts, Captain Tristram R.  
Rigmaiden, Lieutenant James  
Rolles, Rear-admiral Robert  
Rous, John, Esq.  
Rowley, Rear-admiral Sir Josias, Bart. K.C.B.  
Russell, Vice-admiral Thomas M.  
Ryley, Richard, Esq., Admiralty  
Ryley, John, Esq., High Elms  
Ryves, Captain George F.

Saumarez, Admiral Sir James, Bart., G.C.B.  
Saumarez, Captain Richard  
Sawyer, Vice-admiral Sir Herbert, K.C.B.  
Sayer, Captain George A., C.B.  
Selsey, Captain Lord Viscount, R. N.  
Shaw, Captain Isaac, R. N.  
Sheffield, Lady, Wimpole Street  
Sheffield, Lady, Portman Street  
Sheffield, Sir Robert, Bart.  
Sheffield, the Rev. Charles  
Shepheard, Captain Lewis  
Simpson, Captain John, R. N.  
Smith, Lieutenant-colonel Sir Charles F.  
Smith, Henley, Esq.  
Smollet, Captain, R. N.  
Somerville, the Hon. Captain, R. N.  
Sotheby, Admiral  
Sotheron, Vice-admiral F.  
Spencer, the Earl of  
Spurling, Mr. Stephen  
St. Vincent, the Earl of, 6 copies  
Stiles, Captain John  
Stirling, Captain James  
Stopford, Vice-admiral the Hon. Sir Robert, K.C.B.  
Stopford, Captain the Hon. Edward

## THE LIST OF SUBSCRIBERS.

Strachan, Admiral Sir Richard, Bart. G.C.B.  
Strangeways, Captain A.W. His Majesty's sloop, Clio  
Stupart, Captain Gustavus, R. N.  
Sullivan, Robert, Esq., Weybridge, Surrey  
Sykes, Captain  
Sweny, Captain Mark Hatpin, R. N.

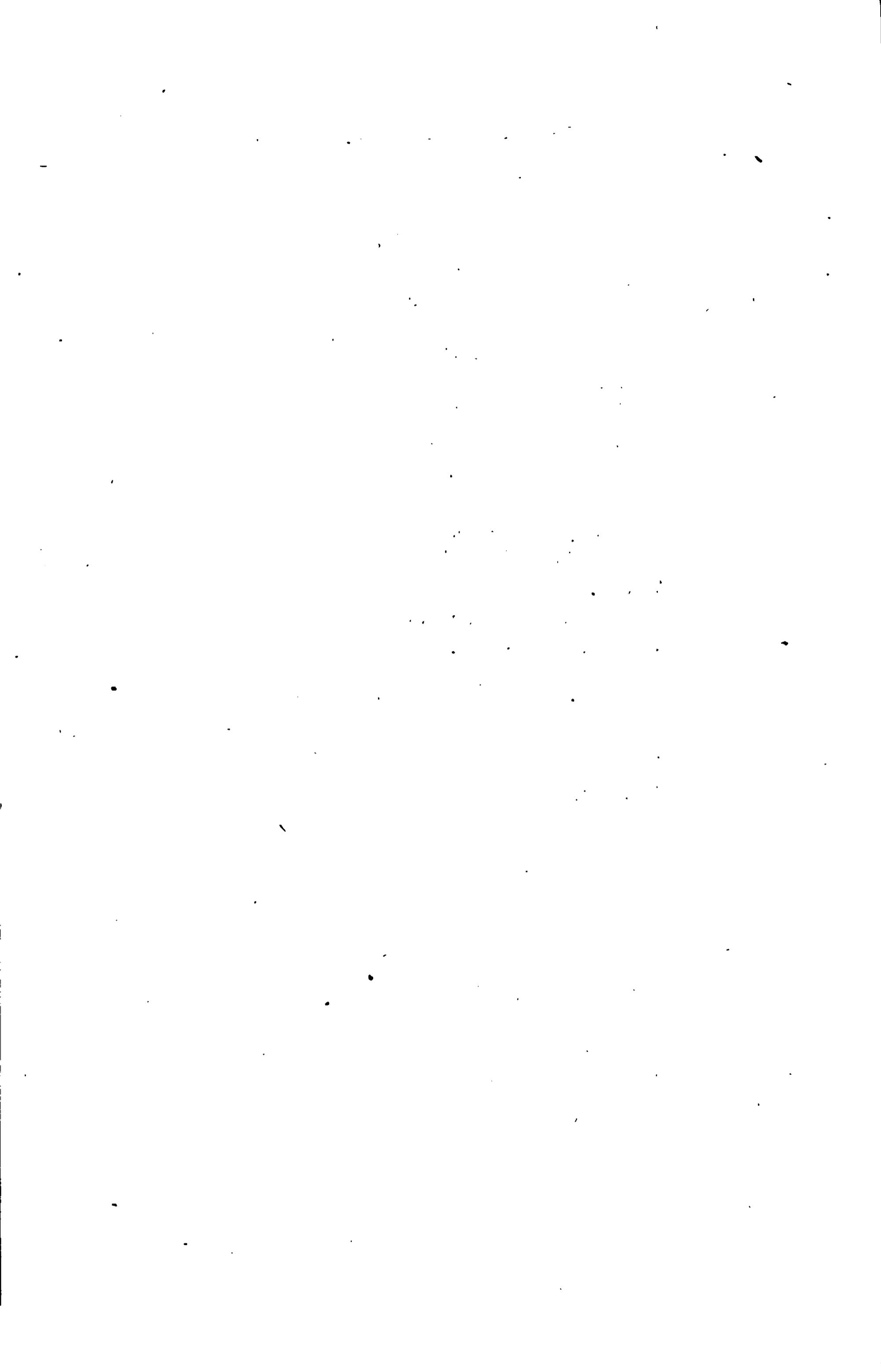
Talboys, Mr.  
Taylor, Lieutenant William, R. N., Greenwich Hospital  
Thelwall, Bevis, Esq.  
Thomas, Philip, Esq.  
Thompson, Captain Andrew, R. N.  
Thornton, Lieutenant-general  
Tisdall, Captain Archibald  
Tobin, Captain George, C.B. R. N.  
Town, Mr. John  
Trevillion, the Very Reverend Archdeacon  
Trinity, the Right Hon. and Hon. the Elder Brethren  
of the, 21 copies  
Trotter, Sir Coutts, Bart.  
Trowbridge, Captain Sir Thomas, Bart. R. N.  
Tower, Christopher, Esq., South Weald  
Tower, Captain John, R. N.  
Turner, Charles, Esq. Warren Street  
Torrington, Rear-admiral the Right Hon. Viscount,  
D.C.L. F.R.S.  
Tyler, Captain George

Vance, George, Esq., Sackville Street  
Vincent, Captain R. B., C.B.

Walker, Mr. William  
Walker, Mrs., Hampton Court Palace  
Ward, Charles, Esq.  
Warren, Admiral Sir John Borlase, G.C.B.  
Watt, — Esq.

## **THE LIST OF SUBSCRIBERS.**

**Weeks, Captain John**  
**Wellesley, the Marquis of**  
**West, Lieutenant William Wade, R. N.**  
**Westphal, Captain E. H.**  
**Whish, Henry France, Esq.**  
**Whittaker, Captain**  
**Wickey, Admiral John**  
**Willes, Captain George W.**  
**Williams, Captain Robert**  
**Williams, the Rev. David**  
**Willoughby, Captain J. N.**  
**Winburn, Esq., Chancery Lane**  
**Windthorpe, Rear-admiral**  
**Wise, Captain W. F., C.B.**  
**Woolmore, Captain**  
**Wormeley, Captain Ralph R.**  
**Woodhead, John, Esq.**  
  
**Yorke, Vice-admiral Sir Joseph, Bart. K.C.B.**  
**Yorke, the Right Hon. Charles, 3 copies**  
**Young, Captain William**  
**Young, Captain Thomas**



## PREFACE.

---

AFTER six years of intense labour and application, I have completed the Naval History of Great Britain as far as the year 1822. To have included the two last years would have been desirable, but the work had already swollen beyond the proposed limits, and it was only by the addition of another volume, that I could find room for many important facts. Some of my friends will, I fear, think I have exceeded the bounds of moderation in adding a volume to the work, beyond the number originally proposed; but, I can assure them, it was not done without the most urgent reasons, as they will probably admit when they come to the perusal.

The difficulty of writing on living characters and recent events is acknowledged; that the same act may be viewed and related by men of known veracity, in two different ways, is also proved, and no transactions in life are more liable to a distorted medium of relation and transmission than sea-fights and the occurrences of a fleet: these are propositions too evident to require illustration.

If, in narrating events, I have ventured to offer such reflections as suggested themselves; it was a duty I owed to my country, and to that service in which my

life has been passed from infancy: if I have created enmity, I lament, but I trust I have not deserved it, and I hope the good sense and cool reflection of my opponents will convince them that I had no other motive than the advantage of the profession: anxious above all things to do justice, I have invariably attended to kind and friendly communication; but the attacks in the daily prints, I have, by the advice of some of the best and bravest of my brother officers, treated with silent indifference.

Acts performed in the face of day, witnessed by our fleets, and debated in our senate, I had a right to narrate and to elucidate: posterity will see with impartial eyes, and will appreciate my labours. This consideration alone would support me, independent of a great share of public and professional approbation and encouragement which I have met with from contemporaries.

A few words remain to be said respecting an error, in the first volume of this work, which I copied from Charnock.

At p. 78, I have stated that the judgment in the case of Commodore Johnstone and Captain Sutton was affirmed by the Lords, and that the Commodore was ordered to pay £6,000 to the Captain; this was not the case: had the damages been awarded by a final judgment, the Commodore, or his executors, would have paid the money. My own opinion on the transac-

## PREFACE.

tion it is unnecessary to repeat, but the following extract of a letter addressed to me from Captain Robert Sutton, who was a midshipman under my command, will set the matter at rest for ever.

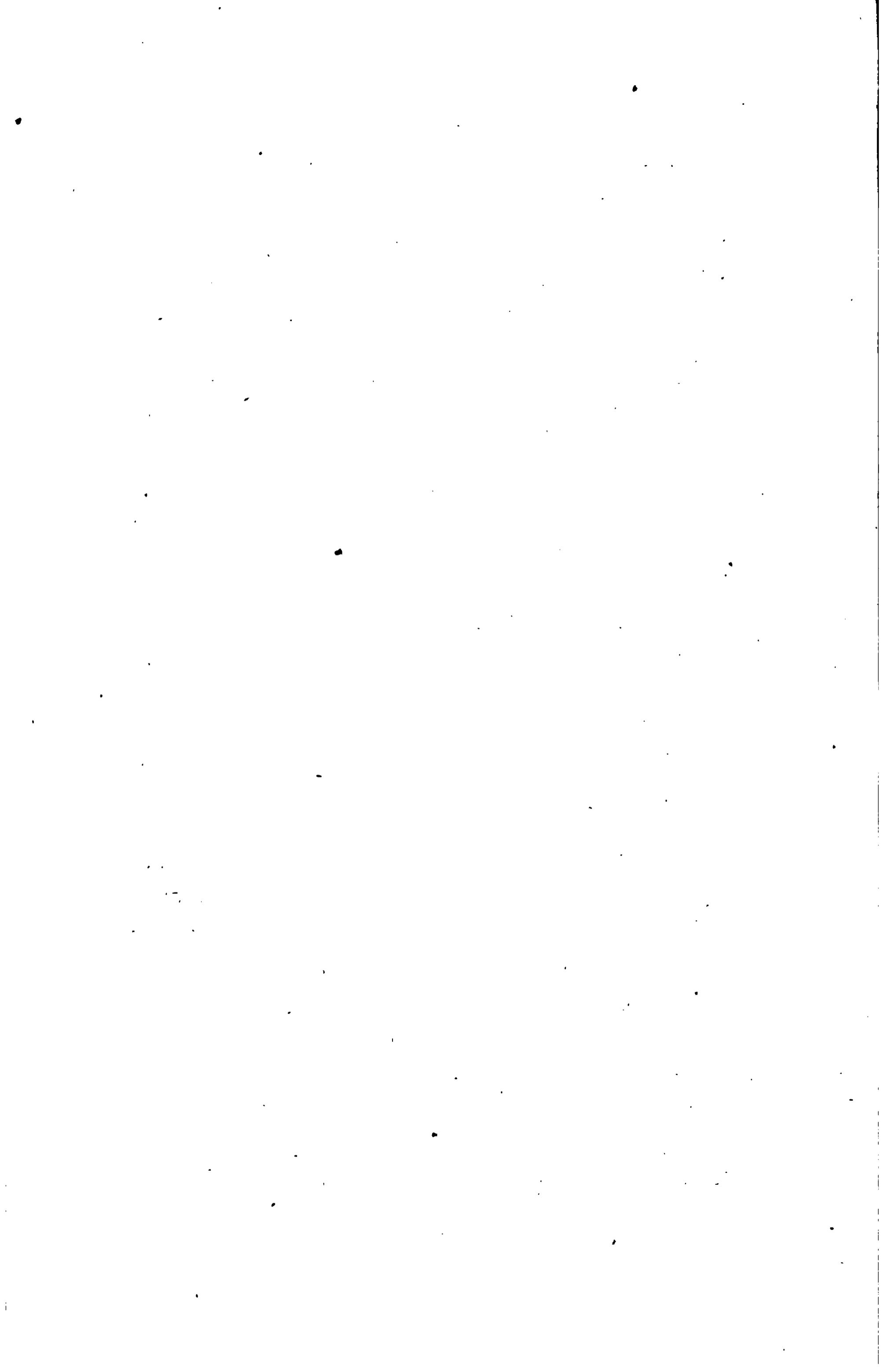
“ Sept. 22, 1823.

“ My father, after being honourably acquitted by a court-martial, of all the charges brought against him by Commodore Johnstone, was advised by very eminent counsel to bring an action against the Commodore for a malicious prosecution, and the jury on the first trial, gave a verdict in favour of my father for £5,000. Another trial was moved for on the part of the Commodore, which being granted, a second verdict was given in favour of my father for £6,000. Commodore Johnstone then moved for an arrest of judgment, and the court of Exchequer, after an elaborate speech from Baron Eyre, confirmed the verdict. After this, the whole matter was brought before the house of lords, and the opinion of the judges being taken, some defect of law was discovered in the proceedings, by which the whole effect of these verdicts was done away; and the death of the Commodore succeeding, no further remedy remained.”

I now take my leave of those friends who have given me their support under difficulties and dangers, both great and menacing. I beg them to accept of my thanks and to assure them of my esteem and gratitude. I shall continue to watch the progress of our naval transactions, and if an occasion should present itself, may at no distant period publish another volume; but I feel a short interval of rest indispensably necessary.

.EDW. P. BRENTON.

Park Lane, 24th May, 1825.



THE  
NAVAL HISTORY  
OF  
GREAT BRITAIN.

---

CHAP. I.

1. *Baltic*.—Letter of the Crown Prince and ministers of Sweden to Sir James Saumarez—Wise and temperate policy of that officer—Its effects on the Northern powers—Change of politics and views in the court of Russia—Peace between her and England—Union of forces at Riga—Gallant and successful enterprise of Captain J. P. Stewart—Other actions in the Baltic—Defeat of the Boulogne flotilla by Captains Harvey and Trollope—British and Russian gun-boats on the Aa take possession of Mittau—Dreadful state of the French army in Russia—Russians reach the banks of the Elbe—Melancholy fate of Lieutenant Gamage.
2. *Channel*.—Loss of the Laurel—Death of Admiral Sir Charles Cotton—Lord Keith succeeds to command the Channel fleet—Captain Hotham destroys two frigates and a brig off L'Orient—Irruption from the sea at St. Michael's—Successes and events on the north coast of Spain.
3. *Mediterranean*.—Suchet at Valencia—Siege of Tariffa—Successes of Lord Wellington—Affair of Petro Nera—Captain Thomas off Marseilles—Discovery of fresh water off the mouth of the Rhone—Eagle captures La Corcyre, the Active and Alceste, La Pomone—Unité captures La Persanne—Blockade of Tarragona—Affairs in the Adriatic—Capture of the Rivoli by the Victorious—Captain Usher attacks and destroys Almunejar—Successes in the Adriatic under Commodore Rowley.
4. Meeting of Parliament—Disputes with America—Message of the President to the Congress indicates war, which is declared in June by the United States against England—Charge

of supineness brought against the British navy refuted—Repeal of the Berlin and Milan decrees, and in consequence of this the orders in council—Commodore Rogers attacks the Belvidera—Gallant defence of Captain Byron—Retreat and extraordinary proceedings of the Commodore—Prudence and caution of Vice-admiral Sawyer—West India convoy protected by Captain Broke—Action between the Guerrière and Constitution—Remarks—Captures made by our cruisers—Arrival of Sir John Warren to take the chief command in America—Capture of the Frolic and the Macedonia by the Wasp and United States—Bloody and determined action between the Java and Constitution—Death of Captain Lambert—The Java taken and burned by the enemy—Observations.

THE Baltic fleet had been again detained this year unusually long on these seas, in consequence of the political and commercial relations between us and Sweden. To the superior management of Sir James Saumarez we owe it, that that power was not added to the number of our enemies. Sir James, whose flag in the Victory was flying in the capacious harbour of Wingo Sound, had received the unfortunate Gustavus with kindness and hospitality ; and after the abdication of that monarch, had, by his firm but amiable and conciliating mind and manners, preserved a good understanding with the court of Stockholm. The Admiral conducted the negotiations with so much skill and forbearance, that Sweden, after her declaration of war, not only remained tranquil, suffering our convoys and our fleets to collect in her ports, but finally came into the cause of the allies, and shared in the glory of restoring peace to Europe. A letter was written to Sir James, by the Crown Prince himself, who, it must be remembered, was a

French general, and the friend of Napoleon; with it was sent an elegant sword, the gift of the new King of Sweden. The above document was dated Stockholm, 25th of October.

Another, couched in still stronger terms, was addressed to the Admiral, by a nobleman holding a high confidential situation at the same court, but whose name we are not at liberty to reveal. He says—

At length rejoice, my dear Admiral, you have been the guardian angel of my country; you have been, by your wise, your premeditated and loyal conduct, the first cause of the plans which have been formed against the demon of the continent. He was on the point of succeeding; folly and want of confidence in some, have made them doubt the success of the good cause; you have shared my anxiety; but now all is over. Two couriers have arrived this night from the head-quarters of the Emperor, and the Prince Royal. War was declared on the 17th of July: Austria is with us. Thus, if Providence has not decided something against all probability, Bonaparte will be defeated, humanity may breathe again, and Europe be once more raised up. With Wellingtons, Moreaus, Bernadottes, against him, what hopes! and what reasons to depress our enemies! I shall not fail to communicate to you the first news of any importance; for once more I must tell you, that you are the first cause that Russia has dared to make war against France: *had you fired one shot when we declared war against England*, all had been ended, and Europe had been enslaved. I own to you also my satisfaction, that our august Prince Royal has conducted himself in such a manner as to leave your Excellency no cause to repent of what some people were pleased to call “credulity,” but which events have proved to be wisdom.

In the preface to the first volume of this Work, we have shewn how much it is in the power of a naval officer to serve his country, by the cultivation of his mind, and by adding, to his nautical

skill, political knowledge and foresight: the proposition is, we think, clearly established and illustrated in the conduct of Sir James Saumarez. We shall not venture to estimate the advantages which his country, and Europe in general, derived from his generous magnanimity, while commanding in the Baltic. At this fortunate juncture, the eyes of Europe, and of Russia in particular, began to be opened to the real policy of Napoleon. The Emperor Alexander saw to what the vast extension of power would reduce the kingdoms of the continent; for although the ostensible motives of France were a maritime peace, and the humiliation of the British flag, no one could doubt, that continental empire was the secret object of the Adventurer who had placed himself on the throne of the Capets. Fortunately for the happiness of mankind, the Emperor Alexander listened to the voice of reason, the British ministers induced his Majesty to sign a peace with Great Britain at Orebo, on the 18th of July, 1812; and on the 11th of August, the London Gazette revoked the order of reprisals against Russia, which had been in force since December, 1807. These great events revived the drooping hopes of those who began to consider the power of Napoleon as too firmly fixed ever to be shaken.

The Spaniards, notwithstanding the liberal assistance which they had received from England, would probably have been reduced to submit to the government of a Bonaparte, had not this

formidable enemy risen up in the North. The destruction of the French army in Russia was an interposition of Providence not less miraculous than that of the blasphemous Senacherib. From the moment the peace was signed with England, the affairs of France went rapidly into confusion: to the double project of invading Spain and Russia, Napoleon owed his downfall. The British navy surrounding the coasts of Europe, from the Naze of Norway (including the Baltic) to the straits of the Dardanelles, was ready at every point to afford its assistance to the brave, and its protection to the feeble, struggling to throw off the chains of despotic power. The French having crossed the Vistula, had advanced into the Russian provinces, where the armies of that patient and enduring people awaited them with calm determination to meet death in the performance of their sacred obligations. On the side of France, it was a war of plunder: Russia and her allies sought only peace and security. Sir James Saumarez had stationed Rear-admiral Thomas Byam Martin at Riga, to co-operate with the Russian army under Prince Bagration; a division of gun-boats, commanded by Captain Stewart, was placed in advance on the river of Riga. Davoust, the French general, was in the neighbourhood, with a strong body of cavalry, which the Russian General attacked with energy, and defeated: this was the advance of the French army. Nine regiments were cut to pieces; one thousand men, and fifty staff officers, made prisoners. The difficulties

which the enemy endeavoured to interpose between the junction of the first and second Russian armies, were by this victory entirely removed; and they were united to prepare for their swarms of enemies that fate, which, sooner or later, awaits every desolating conqueror. Rear-admiral Martin, being at Riga, on the 27th of July acquainted Sir James Saumarez with the junction of these two armies, the greater one being under the command of General Barclay de Tolli. The Emperor Alexander reached Smolensko, to stimulate by his presence the energies of his people. A peace between Russia and the Porte was concluded at the same time, and the armies on the Danube now turned from the Turks to oppose the French.

The British and Russian gun-boats under Captain Stewart, of the British navy, became highly important in the defence of Riga, and effectually prevented the enemy crossing the river at the falls above the town, where they made the attempt, and were driven back. Count Witgenstein defeated General Oudinot, on the 31st of July, and took three thousand prisoners, compelling him to cross the Duna. General Von Essen, the governor of Riga, bore testimony to the services of the British officers, who broke down the only bridge (that of Kalnazeen) over which the enemy could retreat. Captain John Brenton, who commanded the gun-boats at this attack, was honoured by his Imperial Majesty with the order of St. Vlodimir.

In the month of July, Captain G. G. Lennock, having succeeded to the command of the Rosario,

chased and drove on shore a division of the flotilla, off the mouth of the Scheldt. Three sail of brigs, to avoid capture, ran aground, and the sea broke over them; four others he compelled to anchor in the breakers, but from their position he was unable to make farther impression.

Captain James P. Stewart, in the Dictator, of sixty-four guns, with Captain Roubillard, of the Podargus, of eighteen guns; Captain Henry Weir, of the Calypso, of eighteen guns; and Lieutenant England, in the Flamer gun-brig, attacked a Danish squadron lying in the harbour of Mardoe, in the Sleeve, with complete success, and came off with great honour.

The Dictator ran into the channel at seven in the evening, engaging the enemy, who was flying from him under a press of sail. At half past nine, after running twelve miles, through a channel so narrow in some places as scarcely to admit the studdingsail-booms being run out, the Dictator's bow was laid upon the rocks, with her broadside bearing on the enemy, who were at that moment within hail, at an anchor, with springs on their cables. The Calypso having in the passage up taken the ground, the Dictator had passed her; but Captain Weir having extricated his vessel, prevented the heavy gun-boats raking the Dictator, which would have done great damage, as that ship could not bring her broadside to bear on them.

The enemy's squadron was posted close to the small creek of Lymgoe, supported by a division of gun-boats. Their force consisted of a large frigate

called the Nyarden, of fifty guns, a brig called the Laaland, another called the Samsoe, and a third called the Kiel ; but the fire of a two-decked ship was too heavy for the frigate, which, in half an hour, was a wreck and on fire; her main-deck was beaten in. The brigs surrendered, the gun-boats were either sunk or disabled, and the frigate burnt to the water's edge.

The Dictator was again unexpectedly attacked by a strong body of gun-boats, which had retreated from the action, and either from shame or necessity had returned to their duty; but they were silenced by Captain Weir, in the Calypso.

In the mean time, the Podargus and the Flamer, both lying aground, were warmly engaged with the batteries and gun-boats ; but were soon got afloat. The Dictator and Calypso coming down the channel with the prizes, were once more attacked by a fresh set of gun-boats, whose fire came from behind some rocks, on which the Dictator could not get a gun to bear ; at the same time, the prizes grounded, and having many wounded men on board, humanity forbade their being destroyed. Leaving them therefore to their fate, the British squadron came down the harbour, having completed as gallant an exploit as any on record. The Danes acknowledge to have lost between two and three hundred men ; the British had nine killed, and twenty-six wounded. The Nyarden mounted long twenty-four pounders on her main-deck ; and had three hundred and twenty men. The Laaland mounted twenty guns, long

eighteen pounders, and had one hundred and twenty men: she was taken but abandoned. The Samsoe, which had eighteen guns, long eighteen pounders, and one hundred and twenty-five men, escaped.

The Lords of the Admiralty were so much pleased with the conduct of Captain Stewart and his associates, that they granted a very liberal promotion. Captains Weir and Roubillard were posted: the first lieutenant of the Dictator, and Lieutenant England, of the Flamer, were promoted to the rank of commanders. Captain Stewart, who was only acting in the Dictator, was confirmed post; in the following year appointed to the Amphion, of thirty-two guns; and subsequently made a companion of the Bath.

Lieutenant Thomas Jones (the second), with eighteen men in the boats of the Briseis, sloop of war, took out of Pillau roads the Urania, an English merchant-vessel, which had been captured. She was richly laden, and the enemy were removing her cargo. Mr. Jones boarded her at midnight, and drove the enemy from her decks, cut her cable, and brought her out with a schuyt which was lashed alongside. Our loss was one man killed, and three wounded.

Lieutenant William Henry Dixon, of the Britomart, accompanied by the Lieutenants Malone of the Osprey, and Romney of the Leveret, each in a boat from his respective sloop, pursued a lugger privateer, which they saw in the N.W. from Heligoland, eight or nine leagues distant. This enter-

prise seems among others which have been related in the present year, to partake of a romantic bravery, either unknown, or very uncommon, in former wars. The continuation of the calm favoured the approach of the boats; and when it is considered how perfectly the enemy was prepared, and how exhausted the Englishmen must have been after rowing such a distance, we can scarcely believe it possible that they could have had the temerity to approach; they did, however, and boarded her; and after a very animated struggle of twenty minutes, at the point of their sabres, carried her. She was called L'Eole, pierced for fourteen guns, mounting only six, and having a complement of thirty-one officers and men.

The 14th division of the famous flotilla, consisting of twelve large brigs and one lugger, came out of Boulogne, and was standing to the westward, when discovered by Captain Harvey in the Rosario, who chased it. The enemy prepared to attack, and lay him on board. Captain Harvey stood on until he could call the Griffon to his assistance, and having gained the attention of Captain Trollope, whom he felt certain would give him proper support, he made all sail in chase of the enemy, and fell upon their rear, just as they were entering the port of Dieppe. The French line received this attack, and returned the fire, while the Rosario played round them like a yacht at Spithead, till finding himself secure of his object, and being quite far enough to windward, he ran

into the body of the little fleet, threw two of the brigs on board of each other, and as they lay in this confusion, backed his main-top sail, and engaged them within musket-shot, until they were clear of each other, then stood on and engaged another, which he soon dismasted, and compelled to anchor. Passing this wreck, the Rosario drove the next on shore; two more remained to leeward; the intrepid seaman bore up, and ran the nearest of them on board, at that time no more than three-quarters of a mile from the shore. Thus far the action was sustained by the Rosario alone, who, taking her prize in tow, made sail beyond the reach of the batteries. The Griffon had only then, under a press of sail, been able to get into action: she came up and drove the other brig on shore in St. Aubin's bay, after which, Captain Harvey made her signal to attack the enemy in the S.E. These were the part of the flotilla which had come to an anchor. Captain Trollope ran his brig between one of the enemy and the land, and laid her on board, cut her cables, and brought her out, under a furious fire from the batteries. The Griffon in this action had suffered much, and having her prize in tow, was unable to attempt more; but Captain Harvey having taken out the prisoners, and in some measure repaired his damages, ran the dismasted brig on board, and found the enemy had deserted her. The night now became dark: the last seven of the flotilla made good their retreat into Dieppe, and the two British heroes,

with their well-earned prizes, returned to the Downs, having given the flotilla a good practical lesson on tactics and gunnery. The brigs had three long twenty-four pounders, and one eight-inch howitzer, and a complement of fifty men—a force more than double that of the Griffon and Rosario united, independently of the assistance they derived from the proximity of their batteries. Captain Harvey was promoted to the rank of post-captain for this action, and honoured with the ribbon of companion of the Bath. Captain Trollope received similar marks of approbation.

The Apelles and Skylark, brigs of war of sixteen guns each, having been driven on shore in a gale of wind, near Etaples, fell into the hands of the enemy; but the Apelles was very gallantly recaptured by Captain Cunningham, in the Bermuda, sloop of war.

Admiral William Young commanded the North Sea fleet off the Scheldt; his flag was in the Impregnable. This officer had under his orders a fleet of eleven sail of the line, and kept his station on the Flemish banks in the worst weather, and in a manner to elicit the admiration of his country. The Scheldt fleet, with the arsenal of Antwerp, and the dock-yard of Flushing, had become objects of important consideration, and greatly increased the expense and anxiety of the war.

Lieutenants Hawkins and Masters, of the Horatio frigate, of thirty-eight guns, commanded by Lord George Stewart, had a very desperate con-

test with two Danish armed vessels in Tromptsen Sound, on the coast of Norway. Sailing up one of the inlets of that romantic coast, a distance of thirty-five miles, he discovered a cutter and a schooner at anchor, with their broadside opposed to the entrance of the port, springs on their cables, and every means of defence, which high rocks, smooth water, and local knowledge could give. With these disadvantages, the British officers laid the enemy on board and took them, together with an American ship of four hundred tons, which they had detained. The Danish vessels mounted six and four guns, and were commanded by a lieutenant of the Danish navy. Lieutenant Syder, of the royal marines, was killed in the act of boarding.

In the month of September, 1812, a corps of Prussians having advanced upon the river Aa, the Russian and British gun-boats, under the command of Rear-admiral Muller, of the Russian navy, and Captain John Brenton, of the British navy, proceeded to attack them. They met with no opposition till they approached within five miles of Mittau, where they found three booms across the river, about half-a-mile distant from each other. Within pistol-shot of the third boom, which was very strong, and well constructed, were placed three batteries of four guns. The booms were soon destroyed, and as the gun-boats came up to the works, the enemy fled, leaving four twenty-four pounders. The English boats were always in

advance: they took possession of Mittau on the same day, where they found large magazines of clothing, grain, and some arms and ammunition. The Russians under prince Kutusof, had, on the 7th of the same month defeated the French with great slaughter, at the village of Borodino, and the enemy was daily losing ground in the cruel campaign in which he had deluged Europe with blood. In the month of November, after the conflagration of Moscow, Napoleon commenced his disastrous retreat from the ill-fated country.

A general and universal panic had taken possession of the French armies and their leaders; from the banks of the Vistula to those of the Elbe and Weser, all was disorder and confusion. A corps of the Russian army entered Hamburg, and the enemy evacuated the town of Cuxhaven and its citadel, the castle of Ritzbuttel. On the appearance of a British gun-brig, the Blazer, commanded by Lieutenant Banks, they set fire to twenty sail of gun-boats, lying in the harbour, and Cuxhaven joyfully received a British garrison. The whole country of Hanover was every where up in arms, and the British flag on the banks of the Elbe, and the neighbouring rivers, was received with the most enthusiastic demonstrations of national good will.

An event of the most lamentable nature occurred in the Downs, on board his Majesty's sloop the Griffon, in November, 1812. We allude to it with

regret, lest it should chance to revive the sorrows of those who may have been deeply interested in the fall of the gallant but unfortunate officer.

Lieutenant Richard Stewart Gamage, first of the Griffon, sloop of war, while carrying on the duty of the ship in the Downs, in the absence of his captain, received a complaint against the sergeant of marines, for improper conduct. The man was called up, and being ordered by the Lieutenant to walk the quarter-deck with a musket on his shoulder, he refused, and threw it down with an air of defiance and contempt, which so inflamed the anger of young Gamage, that he drew his sword, which he had previously gone down to his cabin to procure, and after repeated warnings, ran the unfortunate man through the body, who almost instantly expired. A court-martial was assembled for the trial of the lieutenant: he was found guilty of murder, sentenced to be hanged at the yard-arm, and was executed on board the Griffon, on the 23d of November. The fate of this young officer, whose character was in every other respect unimpeachable, ought to make a deep impression on the minds of our naval youth, who till that time laboured under the mistaken notion that they had a right to take away the life of a fellow-creature at their own pleasure, for any supposed act of disobedience, when it was in their power at the time to appeal to the laws of their country. As this case bears some resemblance to that of Lord Camelford and Lieutenant Peterson, related in the

second volume of this work, we cannot but think that the sentence of ‘honourable acquittal’ pronounced on his Lordship, had the worst effect in misleading the mind of Mr. Gamage, and, we believe, that of many others. Admiral Young, who commanded the North Sea fleet, made a forcible and feeling address to the officers and ships’ companies then present. The young man was so sensible of the enormity of his crime, that his mind was incapable of receiving consolation, and had his life been spared, he would have lived in unabating sorrow and remorse: he died like a Christian and a hero. It is but justice to the court-martial which tried him, to say, that he was most strongly recommended to mercy; and no individual case so deeply occupied the royal bosom, or the attention of the council. Perhaps it was feared that the pardoning of this offence might lead the lower orders to suppose that justice was not duly administered. It would have been some alleviation to the sorrows of the unfortunate young man, and his surviving relatives, if he could have been shot like Byng, on the quarter-deck of his ship, instead of being hanged like the most infamous and hardened of felons. Deeply as we deplore the death of Lieutenant Gamage, it produced the best effects on the discipline of the service.

(See the affecting account of his trial and execution, Naval Chronicle, 1812 and 13.)

The Laurel, of thirty-eight guns, a beautiful frigate, which was found on the stocks at Flushing, and

brought away in 1809, was lost in Quiberon bay, in February, 1812. She was commanded by Captain S. C. Rowley, who was at that time quite a stranger on the coast, and was coming through the Teigneuse passage, with the Rota and Rhin frigates, commanded by Captains Somerville and Malcolm. Captain Rowley, when the ship struck on the rock called the Govivas, hailed the Rhin, and saved her from the same fate; the Laurel was got off, but made so much water, that they were forced to run her on shore on a reef called Les Péres. The moment this was perceived, the battery on the peninsula opened a heavy fire from great guns and mortars: every shot struck her, while the ship was beating to pieces on the rocks, and the people, with scarcely a hope of escaping to the shore, were exposed at once to the perils of the sea, and the cruel fire of the enemy. A flag of truce was hoisted, the colours hauled down, and not a shot returned, but still the fire of the enemy continued; the wind increased, and the quarter-deck of the ship was under water; nor did these monsters cease from their purpose, until the boats of the Laurel, with a part of the men, reached the shore, and craved a suspension. The fire was then discontinued for a short time; but the officer who commanded, refused to allow the boats to return for the remainder of the crew. The boats of the Colossus, Rhin, and Rota, approaching the wreck, the fire of the enemy began again, and continued till every man was taken off, and conveyed to the ships. Cap-

tain Rowley and his officers were the last on board; they were all honourably acquitted.

Sir Charles Cotton, admiral of the blue, and commander-in-chief of the Channel fleet, died at Plymouth, on the 23d of February, 1812; he was succeeded in his command by Lord Viscount Keith.

One of the first duties of an officer, is to acquire a complete knowledge of the coast on which he is employed; without this attainment, his valour or skill as a seaman can only be partially useful, while his ignorance may be often fatal. In acquaintance with the French coast, no officer was perhaps ever more perfect than Captain (now Sir Henry) Hotham, who, in 1812, commanded the Northumberland, of seventy-four guns, and was ordered by Rear-admiral Sir Harry Neale to cruise off the Penmarks, for the purpose of intercepting a squadron of French frigates expected to arrive in the port of L'Orient.

On the 22d of May, Captain Hotham was ten miles to the southward of the Isle of Groix, the Growler gun-brig, Lieutenant John Weeks, in company, when two frigates and a brig were seen in the N. W. crowding every sail to get into L'Orient. Captain Hotham's first intention and wish was, by weathering Groix, to prevent the enemy entering the channel between that island and the main land; but finding this impracticable, and being perfectly master of the ground, he dexterously ran round the south-east point of the island, fetched to windward of the

harbour of Port L'Orient, and continued working in the channel, exposed alternately to the fire from the main land or the island, as he tacked towards the one or the other.

The French Commodore, as he approached his port, found himself in great difficulty ; a fast sailing seventy-four gun ship to leeward forbade his entrance, and if he hauled his wind, he would most probably be overtaken before night. The only alternative was to make a bold push between his enemy and Point Talieu, and to endeavour to gain the protection of the port and batteries of L'Orient : this he gallantly and judiciously determined to do, but failed in consequence of the superior local knowledge of the officer who opposed him. The wind was at N.W. blowing very fresh. At forty-nine minutes past two, P.M. the enemy bore up in a close line a-head, and under every sail they could carry. Captain Hotham, with his ship under an easy commanding sail, perfectly prepared for action, and ready to lay the enemy on board, placed the Northumberland close to the Pointe de Pierre Laye, with her head to the shore, and the main-topsail shivering. The French Commodore hauled so close round the point, that Captain Hotham did not think it practicable, with a ship drawing twenty-four feet water, to approach nearer the shore ; he therefore bore up, and ran parallel to them, at the distance of about four hundred yards, engaging them, and three strong batteries, for the space of twenty minutes.

By steering close to the dry rock called Le Graul,

Captain Hotham prevented the enemy passing outside of it, and within there was not sufficient water for them to run. Here the utmost nicety of pilotage was required, for in addition to the difficulty of a navigation with which Captain Hotham, and Mr. H. Stewart, the master of the Northumberland, could only be acquainted by the French charts, the smoke which rolled in dense clouds a-head of the ship, concealed every object from them: here the slightest deviation or fault of the pilot or helmsman might have been fatal to the ship, and never perhaps was an instance of more correct pilotage shewn. The Northumberland was steered within her own length on the south-west side of the rock; and the enemy, instead of hauling outside of the Northumberland, or coming to the wind and separating, chose, with unpardonable ignorance, to attempt a channel in which they ought to have known there was not sufficient depth of water for them to pass. They all grounded on the rocks, between the Graul and the main land, with every sail set, and in the utmost degree of confusion.

Seeing them thus securely fast upon their own rocks, Captain Hotham hauled off to repair his damages, which, in his sails and rigging, were very considerable, committing the enemy's ships to the operation of the falling tide, which in a short time left them on their beam-ends, with their mast-heads towards the shore. While shifting his fore- topsail, and turning to windward in the channel, the Growler gun-brig got alongside of the enemy, and opened

her fire within a very short distance. At twenty minutes past five, the Northumberland anchored in six and a half fathoms water, Pointe de Pierre Laye bearing N.W. half N., the citadel of Port Louis or L'Orient E. three quarters N., and the Graul Rock N. half E. four hundred yards. In this position, having the enemy's ships fairly exposed, their keels nearly out of the water, the fire of the Northumberland was deliberately kept up within point-blank range, for one hour and a quarter; the main-mast of one of the frigates and the brig fell: the ships' bottoms being pierced with numerous shot, the crews all deserting them, and the headmost frigate being in flames, Captain Hotham deemed his object completely accomplished; he therefore weighed, and removed from the reach of a strong battery, which, during the last part of the action, from the period of his anchoring, had done him more mischief than all the firing from the ships and batteries in the early part of the day. The Growler kept under sail near the enemy, pouring a constant fire from his long eighteen pounders, and prevented the crews returning to their ships. About eight o'clock, the frigate, which was on fire, blew up. At dark, Captain Hotham came to an anchor out of the reach of the batteries, either from the main land or from Groa; Point Tailieu bore N.N.W. half W., south-east point of Groix S.S.W. half W., the French vessels N. by E. At ten o'clock, the second frigate appeared to be on fire, and at half past eleven, she was one mass of flame from stem to stern. On seeing this, Captain Hotham weighed, and with the Growler stood to sea.

In the heat of the action, a seaman, who stated himself to be a native of Portugal, swam on board of the Northumberland. He said, he had been taken in a ship called the Harmony, of Lisbon, by the French ships, whose names were the Andromache, Arianne, and Mameluke brig. The frigates mounted forty-four guns, and had four hundred and fifty men each (including prisoners), and the brig eighteen guns, and, one hundred and fifty men; they had sailed from the Loire, on the 9th of January, had cruised ever since in various parts of the Atlantic, and had destroyed thirty-six sail of vessels, of different nations, Americans, Spaniards, Portuguese, and English, taking out the most valuable parts of their cargoes.

The Northumberland had five men killed, fourteen severely wounded, and fourteen slightly. Mr. John Banks, the first lieutenant of the Northumberland, and Mr. John Weeks, the lieutenant of the Growler, were promoted to the rank of commanders, for their distinguished good conduct on this occasion. Of how much value would the local knowledge of Captain Hotham have proved to his country in the memorable year 1795.

A very remarkable volcanic eruption burst out of the sea, in the month of June, 1812, about two miles from the island of St. Michael's, in a N.N.W. direction. It was preceded by several severe shocks of an earthquake. It formed an island six hundred feet in height, where before the water had been four hundred and eighty feet deep. Captain Tillard, of the Sabrina, who was present, and made drawings of it,

gave it the name of Sabrina Island. It soon after sank into the sea, leaving only a shoal, dangerous to shipping. The particulars are in the Naval Chronicle, 1812, part i.

Lieutenant Turner, of the Rota frigate, with the boats of that ship, boarded and took a French privateer, called L'Espador, pierced for ten guns, having only three mounted, and manned with forty-five men, of whom seven were killed and four wounded. The Rota had one killed and four wounded.

Lieutenant Josiah Thompson, of the Medusa, with the boats of that ship, boarded, in the harbour of Arcason, the French national store-ship, La Dorade, of fourteen guns, and eighty-six men. The enemy, prepared for the attack, hailed the boats, but the ship was carried with great slaughter: the whole of the crew, except twenty-three, were either taken, killed, or compelled to jump overboard. The Medusa had none killed, and only five wounded. The prize grounded on the ebb tide, coming down the harbour; and after taking out the wounded and prisoners, the victors set fire to her, and she was totally burned: she was very valuably laden.

In the month of June, Sir Home Popham, in the Venerable, of seventy-four guns, assisted the guerillas at Lequito, a town on the north coast of Spain, in possession of the French, whom they drove out, took away their cannon, ammunition, and small arms, destroyed the fort and convent in which they had taken shelter, and came off without the loss of a man, taking the French commandant and two hundred and

ninety soldiers prisoners. Sir Home continued to support the cause of the royalists, by joining with them in an attack upon Bilboa, which the French evacuated. The works of Plenica were destroyed by the Captains Malcolm and Bouverie, in the Rhin and Medusa frigates : all the guns on the banks of the river of Bilboa were either spiked or brought away. The castle of Galea was blown up by Captain Bloye, who destroyed eight twenty-four and eighteen pounders. The batteries of Algosta and Begona were destroyed by Lieutenants Groves and O'Riley : these had between them nine eighteen pounders. On the opposite side of the inlet, the batteries of El Campillo, Las Quersas, and Xebilles, mounting eleven twenty-four pounders, were destroyed by the Lieutenants Coleman and Arbuthnot. On the 25th of June, the French advanced with two thousand men, and entered the ruins of Algorsa, whence they were compelled to retire on the approach of our squadron.

Lieutenant Warrant, in the Sea-lark schooner, fought an action in the month of July, off the Start, which, though the vessels engaged were diminutive in force, evinced a degree of courage and seamanship never exceeded. The enemy was a lugger, of sixteen guns, and seventy-five men ; the Sea-lark a vessel far inferior ; but Lieutenant Warrant, determined that she should not escape, laid her on board between the fore and main-masts, and in this position engaged her for one hour and thirty minutes, with great guns, musketry, and hand-grenades, when the Frenchman caught fire. Mr. Warrant (being

wounded) directed his master to board her, which he did, and carried her. She was called La Ville de Caen, had sailed the day before on a cruise, and in this action had fifteen men killed, the captain and sixteen wounded. The Sea-lark had seven killed, and twenty-two wounded ; an immense proportion between two such vessels. Lieutenant Warrant was promoted to the rank of commander.

As the war of the revolution draws to an end, the number and importance of the transactions, naval and military, leave us but little space to notice the latter ; and that merely to keep up the connexion of events, and to shew how our generals were employed in the interior of Spain, while our admirals guarded the coast.

In the last chapter, we left Captain Eyre making an effort to draw off the attention of the French from Valencia, in which the unfortunate Blake was shut up with twenty-six thousand men, by the victorious Suchet. A bombardment of short duration, but unusual severity, produced a surrender of this important place, the capital of the kingdom of Valencia.

On the same day, Marshal Victor was defeated before the little town of Tariffa, by Colonel Skerritt, and Captain C. F. Smith, of the engineers. The force employed in this little spot did not exceed one thousand eight hundred English and Spaniards, assisted in the two first actions by a very small British squadron under the command of Captain E. S. Dickson, in the Stately, of sixty-four guns. The French army consisted of ten thousand men ; and

after three different assaults, in which they were beaten off with great loss, Victor retired from before the place, leaving behind him his artillery and military stores.

Ciudad Roderigo was taken by storm by the British army under the Earl of Wellington, who received from the grateful Cortez the title of duke of the city he had won. Badajoz, after a short siege and bombardment, was likewise taken by the victorious Wellington on the 6th of April. In these two famous sieges, prodigies of valour were performed by our troops ; and completely undeceived the Portuguese and Spaniards, who had been taught by the French to believe, that the English, though fine looking men, could not face their enemies in the field. The loss of the British and Portuguese armies, in killed and wounded, in the storming of Badajoz, was little short of five thousand men. These two places falling, rendered the position of Marshal Soult, before Cadiz, very insecure. A fruitless attempt was made in February to retake Tarragona, but it failed. The Spaniards appeared to have lost all their energies, and sense of national honour. Lord Wellington, with his army, pushed on from one strong place to another, until, in the month of August, his Lordship entered Madrid, and King Joseph fled to Ocana. On the night of the 24th, the enemy abandoned the siege of Cadiz, and broke up his camp on the Isla, leaving a very large quantity of artillery and powder ; most of the guns were rendered useless ; but he appeared to have re-

tired with much precipitation. Thus ended the siege of this place by the French ; it had lasted two years and a half. Cadiz, indeed, may be said to have been in a state of siege or blockade by land and sea, with very little intermission for fifteen years.

Lord Wellington defeated General Rouget, who had in the mean time advanced to attack Bilboa, before which place lay Sir Home Popham, in the *Venerable*, of seventy-four guns. Lieutenant-colonel Skerri took Seville by assault on the 27th of August.

The French, on the coast of Calabria, were defeated and greatly disturbed by a very distinguished young naval officer (Captain Robert Hall), who commanded the British and Neapolitan flotilla, with the rank of brigadier-general in the service of the King of Naples.

The enemy had thrown up works at Pietro Nera, to protect a convoy of fifty sail of armed vessels, which had assembled to transport naval stores to Naples. Captain Hall having consulted with Lord William Bentinck, who commanded the British army in Sicily, his Lordship ordered four companies of the 75th, under the command of Major Stewart, and a body of seamen under Lieutenant Le Hunte. These officers, without waiting for further assistance, ascended the heights, defended by a complete battalion, two troops of cavalry, and two pieces of artillery. Captain Hall at the same time sent a corporal's party of the rocket corps, whose novel and destructive fire threw the enemy into confusion. Our troops charged : the French still resisted, until their colonel-com-

mandant, and most of his officers, were killed or made prisoners, and the hill covered with their dead. The Neapolitan flotilla, under Captain Trubert, opened its fire on the batteries; but they held out until stormed by Lieutenant Le Hunte with the seamen. By eight o'clock in the morning, the whole of the vessels were in possession of the assailants; the timber launched and brought away; one hundred and fifty of the enemy killed and wounded; one hundred and sixty-three prisoners, amongst whom were the colonel of the regiment, three captains, two captains of cavalry, and one of artillery: two six pounders were also brought away. The gallant Major Stewart was killed after the attack had succeeded, when with Captain Hall he was putting off from the shore. The loss on our side was, with this exception, very trifling.

In the month of April, Captain Thomas, in the Undaunted, whom we mentioned in our last chapter, as having made two successful diversions in Catalonia, in favour of the Spaniards, was directed by Sir Edward Pellew to blockade the port of Marseilles, having under his orders the Volontaire and Blossom. On the 26th of April, off the mouth of the Rhone, he came suddenly upon a convoy of twenty-six sail of gun-boats and merchant-vessels, to which he immediately gave chase in the boats, drove all on shore but five, which escaped, brought off seven, burnt twelve, and left two stranded on the beach. Among the number burnt was a national schooner, mounting four long eighteen pounders, and having

seventy-five men. Captain Stewart, of the *Blossom*, was principally instrumental in the complete success of this enterprise, by running his vessel close into the beach, among shoals and broken water.

While on this station, Captain Thomas rendered a substantial benefit to the British fleet in the Mediterranean. The greatest inconvenience experienced by ships of war, when cruising, is a want of water : provisions for five or six months are easily carried ; but water can rarely be replenished, or made to last with a due regard to health, beyond twelve weeks : at the end of that time, if they continue at sea, the men must go to short allowance of this prime necessary, and fill their empty casks with salt water to preserve the ship's trim. In the Mediterranean, the fleet blockading Toulon repaired to Agincourt sound, or even to Malta (when Minorca was not in our possession) for a supply of water ; but Captain Thomas brought his ship to an anchor off the mouth of the Rhone, within two miles of the shore, and filled excellent fresh water out of the sea, when the wind was from the land, and the broad and rapid stream came pouring into the Mediterranean. He sent Captain Stewart, of the *Blossom*, with a bottle of this valuable article to the Commander-in-chief, Sir Edward Pellew, who instantly sent his ships there from Toulon to complete their water, which they did in a very short time. Captain Thomas also found the anchorage very secure, riding out a gale of wind at S.S.E. for two days, without any strain on his cable, the holding ground being soft mud, and the

under-tow or outset of the freshes from the river being stronger than the action of the wind and sea together. In future wars this discovery may be of incalculable advantage to our blockading ships. While the Undaunted lay there, nothing could pass along shore without being discovered. We have even been informed by experienced officers, that so soft is the bottom, off the Malora, and so strongly impregnated is the water with mud, when it blows hard from the sea, that the waves will not break, and that a ship lying on shore will receive little or no damage.

Captain Charles Rowley, in the Eagle, captured off Brindisi, the French frigate La Corcyre, of forty-four guns, but mounting only twenty-six eighteen pounders on her main-deck, and having on board one hundred and seventy seamen, and one hundred and thirty soldiers, with a cargo of wheat and military stores: she was bound with another frigate and a brig to Corfu. Her consorts escaped, and got into Brindisi. The frigates under the orders of Captain Rowley were still more successful; and indeed nothing could be more unfortunate than the French marine appear to have been in the Adriatic.

The Alceste, Captain M. Maxwell, the Active, Captain J. A. Gordon, and the Unité, Captain E. H. Chamberlayne, when lying at Lissa, received information of three French frigates being at the south side of the island. On the 29th of December, in the morning, the enemy was seen off the island of Augusta, and boldly formed in line to engage the British frigates. This determination did not last

long, for seeing our ships bearing down upon them in close line, two of them ran away to the N.W. under a crowd of sail. The third steering to the N.E. was pursued by the Unité. The Alceste brought the nearest ship to action at one o'clock, but losing her main-topmast, she dropped a-stern. The Active soon came up and supplied her place, which compelled the French Commodore to return to the assistance of his consort. The action lasted two hours and twenty minutes, when the French Commodore, taking advantage of the crippled state of the Alceste, made sail and escaped. The other frigate surrendered to the Active, after being totally dismasted, and having five feet water in her hold. She was called La Pomone, mounted forty-four guns, had three hundred and twenty-two men, and was commanded by Captain Rosamel. The other frigate was called La Pauline, of the same force, and commanded by Monsieur Montford, with a broad pendant. The third frigate was captured the same day, after a chase of eight hours, by the Unité: she was called La Persanne, of twenty-eight nine pounders, and one hundred and ninety-five men. She had on board as a cargo, one hundred and twenty iron, and some brass, guns. This squadron was from Corfu, bound to Trieste. The Alceste had seven men killed and thirteen wounded; the Active eight killed. Captain Gordon lost his leg; Lieutenant W. B. Dashwood (now a post-captain) his arm: Lieutenant Haye and twenty-four men were also wounded.

A French privateer having arrived in the port of

Palamos, with a cargo of provisions for the army, Lieutenant Isaac Shaw, of the Volontaire, went in with the boats of that ship, and brought her out without loss.

In the month of February, 1812, Lieutenant Bartholomew, in the Richmond brig, attacked the French privateer L'Intrepide, of eighteen guns, and one hundred and eighty men, as she lay in a bay near Vera, on the coast of Grenada. When the Richmond had approached within a short distance of the enemy, the Frenchmen set fire to their own vessel, and escaped to the shore. Lieutenant Bartholomew boarded and brought her out (though in flames), but she blew up in spite of all his exertions.

The enemy having possession of Tarragona, it was closely watched by the British squadron under Captain Codrington, while Lacey, the Spanish general, held his troops in readiness to repel the French approaching Reus, and with the Baron d'Eroles, he defeated them with considerable slaughter, taking six hundred prisoners.

The boats of the Sultan, of seventy-four guns, Captain West, under the command of Lieutenants Anderson and Woodcock, boarded and captured off Bastia two French national armed vessels,—one a settee of eight guns and thirty-one men; the other a brig of six guns and fifty-three men. This was a service of remarkable merit.

Lieutenant Rowland Mainwaring, first of the Menelaus, captured, by boarding with the boats of that ship, near the bay of Frejus, the French brig of

war St. Joseph, pierced for sixteen guns, but having none mounted. She was moored within pistol-shot of a battery, to which her halsers were made fast, another battery flanked her, and the shore was lined with musketry.

Venice, the great maritime port of the Adriatic sea, had with much difficulty completed the construction of a seventy-four gun ship, called the Rivoli. The departure of this ship from Venice was anxiously watched and expected by Captain John Talbot, in the Victorious, of seventy-four guns; the Weazole brig, of eighteen guns, Captain Andrews, being in company with him. The Victorious arrived off Venice on the 16th of March, 1812, and on the 21st got sight of the Rivoli. She was attended by a large ship; two brigs, and two gun-boats, steering towards the port of Rota, in Istria. The Victorious and Weazole gave chase, and at a quarter past four in the morning, the Weazole, being a-head, brought the two brigs to action. At five, the Victorious being within pistol-shot of the Rivoli, a furious action began: soon after, one of the enemy's brigs blew up; and at daylight, Captain Talbot saw the Weazole in chase of the other, but recalled her, perceiving that she did not gain upon her enemy. The other ship and the gun-boats were not in sight, and the contending ships being in seven fathoms water, off the point of Grao, Captain Talbot thought the brig would be of more service near him, in case of either ship getting on shore. Captain Andrews placed his brig within

pistol-shot on the bow of the French ship of the line, and gave her three broadsides. It was now nearly calm; the action had lasted four hours; the fire of the enemy was very faint; and at a quarter before nine, he hailed to say that he had surrendered. The ship was immediately boarded and taken possession of by Lieutenant Peake, first of the Victorious.

It appeared that the French squadron consisted of the Rivoli, of seventy-four guns, bearing the broad pendant of Commodore Barré, the commander-in-chief of the enemy's force in the Adriatic, the Jena and Mercierre, brigs of eighteen guns, the Mameluke, of ten guns: the other was a transport or merchant-ship. At no period of the action were the two line-of-battle ships at a greater distance, than half musket-shot from each other: the firing ceased at short intervals, until the fog and smoke cleared away. The Commodore did not surrender until nearly two hours after his ship had become unmanageable: his mizenmast fell just before he struck his colours, when his captain, most of his officers, and four hundred of his men, were killed or wounded. The loss on board the Victorious was also very great: she had forty-two men killed, and ninety-nine wounded. The Rivoli had on board eight hundred and sixty-two men at the commencement of the action; the Victorious no more than five hundred and twelve, of whom sixty were in the sick list. Captain Talbot received a medal for this action, and subsequently was made a knight of the Bath; Captain Andrews was made post, and Lieutenant Peake, of the Vic-

torious, a commander. It is a curious fact, that after the valuation of the Rivoli, no less a sum than £13,000. was deducted from the proceeds for damages done to the ship in action!

In the month of July, Lieutenant Dobbs, of the Leviathan, with the boats of that ship, attacked a French privateer and some merchant-vessels, in the port of Agay: four of the latter were brought out; and the privateer being on shore was set fire to.

Captain Usher, who for his former gallant services had been promoted to the rank of post-captain, was now in the command of the Hyacinth, of twenty guns; on the coast of Spain, and zealously employed in assisting the Guerilla chiefs in an attack upon the town and castle of Almunecar, seven miles to the eastward of Nessa. Having placed his own ship, with the Termagant sloop of war, Captain Hamilton, and the Basilisk gun-brig, within point-blank shot of the castle, he silenced its fire in less than an hour. On the following morning, the enemy began again, but by ten o'clock the British ships had effectually driven them from the castle to the town, where they fortified themselves in the churches and houses. Unwilling to destroy the unfortunate inhabitants, already enduring too much from the violence and cruelty of their oppressors, Captain Usher returned to Nessa for a reinforcement of Guerilla troops, which he obtained from Colonel Febrieni, an officer of the army of Ballasteros. Taking two hundred infantry on board, and directing the cavalry to march through the mountains to the

appointed rendezvous, he returned once more to Almunecar, but the French, hearing of his movements, fled towards Grenada.

Captain Usher hoisted the British and Spanish flags in the town, demolished the castle, situated on a high and rocky peninsula, with a wall thirty feet high, a ditch on the land side of as many feet deep, and sixty feet wide; over this ditch was a narrow drawbridge, the only entrance to the castle. The whole of this was destroyed by mines and explosion, the ditch filled up as far as the means would admit, the artillery brought away, and many German deserters from the French army joined the British squadron.

Captain Josias Rowley, of the America, of sixty-four guns, having with him Captain P. Campbell, of the Leviathan, seventy-four, and Eclair sloop of war, fell in, on the 9th of May, with a French convoy of eighteen sail, which took refuge under the batteries of Languilla. It was immediately decided to attack them. The batteries were stormed and taken by the Captains of marines, Rea of the America, and Owen of the Leviathan. These officers conducted their men, and executed the service on which they were sent, with the most perfect exactness. The resistance of a strong body of French troops, and batteries of heavy guns, was overcome: the enemy fled to the woods, whence they kept up a heavy fire on our people. The Eclair drove them from the beach and the houses, and the boats boarded and brought out the vessels, which they found deeply laden, and

made fast to the houses, their sails and rudders being taken on shore; the marines and the seamen were re-embarked. Captain Bellamy, of the Eclair, Lieutenant Richardson, of the America, who commanded the invading party, and the Lieutenants Molesworth, Moodie, Dobbs, and Hambly, all partook in the honour of this attack. Little loss would have been sustained but for one unfortunate shot, which sunk the America's yawl, as the party was landing, by which accident, ten marines and one seaman were drowned.

It would be a proper precaution, when armed men in boats are approaching batteries, if they were to hold their cartouch-boxes and side-arms in their hands. It was probably owing to their being encumbered with them, and unable to disengage themselves readily, that these brave fellows were lost.

Captain J. T. Nicholas, in the Pilot sloop of war, of eighteen guns, attacked and brought off a convoy of ten vessels near Cape Palineure: the boats were commanded by Lieutenant Alexander Campbell. The prizes were laden with oil, from Pezzo, bound to Naples.

In the month of May, the Pilot, in company with the Thames, attacked the port of Sapri, defended by a strong battery and a tower, which mounted two thirty-two pounders, defended by thirty-eight men. After sustaining the fire of our vessels for two hours, it surrendered at discretion, and twenty-eight vessels laden with oil were brought off; some of them, however, must have been very small, since Captain Na-

pier observes that they were launched, although lying one quarter of a mile distant from the sea-shore.

In the month of June, Lieutenant Isaac Shaw, of the Volontaire, with the boats of that ship, boarded, and after a desperate conflict carried, a French felucca privateer, called La Colombe. She had one long gun, and eight swivels, with forty-five men.

On the 27th of June, the Leviathan, having been joined by Captain Tower, in the Curaçoa, of thirty-six guns, Captain Campbell once more attacked the towers of Languillia and Alassio: the Eclair covered the landing. Lieutenant Dobbs, and Captain Owen, with his marines, landed, and took the batteries, spiking the guns, killing two-and-twenty of the French soldiers, among whom were two officers, and making eighteen prisoners, although the force opposed to them was more than four times their number. The enemy's vessels were all so securely made fast to the houses, whence Captain Campbell found it impossible to dislodge the musketry, that he contented himself with destroying eighteen sail of convoy. After spiking the cannon, the party embarked with very little loss.

In September, Captain Charles Rowley, of the Eagle, of seventy-four guns, sent Mr. Cannon, his first lieutenant, with three barges, to watch the coasting trade of the enemy off Cape Maistro, while he proceeded with the Eagle, and anchored off the mouth of the Po; and was soon after joined by his boats, bringing with them two gun-boats, and thirteen vessels laden with oil, each vessel carrying a six-

or eight pounder gun. These had all been taken under circumstances peculiarly marking the national spirit of our brave countrymen. Twenty-three sail, under convoy of two gun-boats, had been seen standing towards Goro: as our boats approached, they drew up in a line of battle, under a four-gun battery, and the beach lined with armed people. Lieutenant Cannon, with his little party, attacked the gun-boats, which had placed themselves in front, carried one, and turned her guns on the convoy; with the same success, he attacked and carried the second; and then, with his whole united force, falling on the convoy, captured all but two, which effected their escape. Unable to man all his prizes, he burned six, and returned victorious to the Eagle, but not long to enjoy the honour of his victory. This gallant and excellent young officer had received in the battle a mortal wound, of which he died on the 22d of September. Lieutenant Festing, who had taken the command of the boats after the fall of his gallant companion, conducted them to final success with the same intrepidity.

Captain William Hoste, in the Bacchante, was equally fortunate on the coast of Istria, in the same month. Lieutenant O'Brien, with the boats of the frigate, was detached to bring out from Lerna some vessels which were loading with ship-timber in that port. On his approach, he discovered that the merchant-vessels were protected by an armed xebec, and two gun-boats; he however

boarded and took the whole of them. But this gallant exploit was far exceeded on the 18th, when that officer was sent in pursuit of another convoy, between Termite and Vasto, on the coast of Apulia. It was nearly calm, so that the ship could not approach; but Lieutenants O'Brien and Hood rowed in among them. The merchant-vessels ran on shore; and their crews, armed with musketry, took refuge in a thick wood, close to the sterns of the vessels, while their front was protected by eight armed feluccas. The Lieutenants boarded and carried the whole of them, in defiance of the heavy fire of grape and musketry; and the marines, under Lieutenant Haig, landed and drove the enemy out of the wood. Eight gun-boats, carrying each one twelve pounder, and sixteen men, together with eighteen vessels, laden with oil, almonds, and other merchandise, were brought out, without the loss of one Englishman.

The British parliament, upon whose counsels and wisdom, under Divine Providence, depended the liberties of Europe, assembled on the 7th of January. The speech from the throne was delivered by commission, and adverted to our successes in the preceding year in Europe and Asia. The cause of the Peninsula, supported by our armies, under the Earl of Wellington (it observed), held out the fairest hopes of a triumph over the power of France. These hopes, his Royal Highness the Prince Regent confidently expressed, would be supported by every assistance in the

power of the legislature to afford. The disputes with the United States of America were mentioned in terms of gloomy anticipation. The address was opposed in the commons by Mr. Whitbread, whose desponding language tended to depress the spirits of the country, and to induce it to abandon the cause, at the moment that our labours were about to be rewarded by the most brilliant victories.

The thanks of parliament were voted to Lord Minto, the governor-general of India, to the Honourable Rear-admiral Stopford, to Lieutenant-general Sir Samuel Achmuty, and to the army and navy employed in that country, for the capture of the islands of Java, France, and Bourbon.

On a subsequent day, Mr. Brougham brought forward a motion relative to the droits of admiralty, which he said (and we believe correctly), amounted in the last twenty-nine years to the enormous sum of £8,000,000, yielding a yearly revenue to the crown of £180,000. This sum had been principally accumulated by detention of neutral vessels, under an apprehension of approaching hostilities with the powers to which they belonged. Mr. Brougham's motion went to dispute the right of the crown to the disposal of this sum; but it was negatived by a very great majority. We should humbly hope, that in future wars, such a fund might be applied to increasing the pay (not the bounties) to seamen; by which means we shall avoid the necessity of coercion, and prevent in a great measure one cause of dispute with America.

The ill-will and mutual distrust between Great Britain and the United States, have been in the gradual progress of this work accounted for, and recorded. The charges laid against us had, at the commencement of the year, swollen to a degree that forbade the hope of peace. These were the detention of her trade, and the impressment of her seamen. The final act of Commodore Rogers, in attacking the Little Belt, plainly shewed, that America was bent on war with England.

In the session of congress which met in November, 1811, Mr. Madison, with a blamable want of candour, or of correct information, imputed to the Captain of the Little Belt the charge of firing the first shot; but as this was intended to flatter the popular feeling, and answered the purpose, we must leave it recorded on the page of history, and submit the cause to the judgment of impartial posterity.

How it happened that Mr. Percival, so well acquainted with the political sentiments of the Americans, their love of France, and their hatred of England, should have disbelieved that they would go to war with us, can only be accounted for by supposing, that he judged too highly of Mr. Madison's understanding; that as he knew America could derive no possible advantage from war, so he concluded, that her ruler would never have recourse to it, for the gratification of his own selfish passions. But, while he doubted, America had decided; and before the declaration of the

President could reach England, Mr. Percival was no more. That excellent minister, and upright man, was shot in the lobby of the house of commons, on the 11th of May, 1812, by one John Bellingham, who was immediately taken, tried, and executed on the 18th of the same month.

The winter passed away without any thing worthy of notice. In the spring, the British squadron assembled at Halifax, where it was evident that war was confidently anticipated by the Admiral. The Spartan was sent to Quebec, with money to pay the troops; and her Captain had orders to co-operate with and assist the governor of the Canadas, Sir George Prevost, in fitting the gun-boats for the protection of the river, or in any other way for the good of the service. The Belvidera was off New York. The Africa, Guerrière, and Shannon, cruised in the vicinity of Cape Cod. About the 25th of June, an express reached Sir George Prevost, at Quebec, announcing a declaration of war on the part of the United States against Great Britain; this act was dated the 18th of June. The American squadron, under the command of Commodore Rogers, was sent out in search of our ships; but it would seem, with orders "to drive them out of the waters of the United States," rather than to capture them. About this time, the British naval officers were accused of supine indifference in the discharge of their duty, and to every thing but the ornamenting of their ships: having, by the victory of Trafalgar, annihilated the navies of Eu-

rope, it was said, they had resigned themselves to all the pride and insolence of invincible conquerors. The Earl of St. Vincent, in a letter to the Author, in 1813, thus expresses himself, “ I hear the exercise of the great gun is laid aside, and is succeeded by a foolish frippery and useless ornament.” How far this may have been the case in the Mediterranean, or East or West Indies, with ships of the line, we shall not say; but certainly on the coast of North America, it was not so; the ships on that station, being kept constantly in exercise, under the daily expectation of a war, although, at the same time, due care was taken by the Admiral to avoid giving offence to the Americans. This is proved by the following extract from the orders of Vice-admiral Sawyer, given to the Author, as captain of the Spartan, and dated at Bermuda, the 6th of January, 1812 :

In the execution of this service, you are to be particularly careful to give no just cause of offence to the government or subjects of the United States, and to caution the officers who may be sent on board their vessels accordingly. You are not to anchor in any of their ports, but in cases of necessity.

Similar orders were given to the Little Belt, and all the cruisers. It is therefore not at all credible, that a British naval officer, tenacious of character, and impatient of rebuke, would subject himself to the loss of his appointment, by any deviation from so plain a path.

On the 28th of April, 1812, Bonaparte repealed his famous Berlin and Milan decrees, in consequence

of which, on the 23d of June, the orders in council, as far as they related to the United States, were repealed in England. On the same day, Commodore Rogers attacked the Belvidera, off Sandy Hook, near New York; an act of precipitation, which Mr. Madison himself and his country had cause to deplore.

The American squadron consisted of the President, of fifty-four guns and four hundred and seventy-six men; the United States, Commodore Decatur, of the same force; the Congress, Captain Smith, of thirty-six guns; the Essex, thirty-two guns, Captain David Porter; also the Hornet and Argus, two very large and well manned sloops of war. Commodore Rogers sailed from New York on the 21st of June, and on the 23d, fell in with the Belvidera, of thirty-six guns, commanded by Captain Richard Byron, unacquainted with the declaration of war, but perfectly prepared for it as a probable event. Captain Byron at first stood towards the strangers; but having ascertained by their inattention to his private signals that they were Americans, greatly superior to him in force, at half-past eleven in the forenoon he tacked, with very light winds, while the Americans kept the breeze; and at twenty minutes past four, the President began to fire her bow guns at the Belvidera. This was the first act of open and undisguised hostility on the part of America. Captain Byron returned the fire from two eighteen pounders out of his cabin windows, and two thirty-two pound

caronades from his stern ports on the quarter-deck. The President, having the advantage of sailing, might very soon have been alongside the Belvidera; but the Commodore kept constantly altering the position of his ship, to bring his guns to bear. By thus deviating from his course, he dropped astern, shewing the same indecision as in the affair of the Little Belt. This running fight had lasted from four till near seven o'clock, when another American frigate came up, and began to fire, but at so great a distance, as to excite the laughter of the people on board the Belvidera. At half-past ten, Captain Byron hauled up six points, and the Americans followed him, though not with the spirit and determination of men bent on the destruction or capture of their enemy. At half-past eleven, P.M., to the astonishment of the British officers, the President wore, and hove-to! Thus ended the first naval action of the second American war, leaving the conduct and character of Commodore Rogers in a worse state than after the affair of the Little Belt.

It was affirmed, by way of excuse for the Commodore, that one of his chase-guns had burst, and killed or wounded twenty-two men, besides six others who met their fate from the shot of the Belvidera. But admitting this, still the President was not disabled; and the indelible disgrace sustained by Commodore Rogers, on this occasion, was a just retribution for the injury he had done to the brave Captain Bingham. The able and gallant

conduct of Captain Byron was beyond all praise; no ship ever shewed a higher state of discipline, loyalty, and thorough command of all the requisites for a ship of war. Mr. Sykes, her first lieutenant, was promoted to the rank of commander, as a compliment, not only to his captain and himself, but to the officers and ship's crew, which certainly would not have been done, had there been any want of discipline, observable in the ship. The loss on board the Belvidera was two killed, and three or four wounded, among whom were the gallant Byron, and Lieutenant Bruce. The rigging was much damaged; and, shameful to relate, though a new ship, her ring-bolts, and gun-fastenings, gave way at every discharge.

Captain Byron, on his way to Halifax, detained three American vessels, which he carried in with him, but which were released by Admiral Sawyer, who, with becoming prudence and caution, and still unwilling to believe that the Americans meant more than "to drive us out of their waters," sent Captain Thompson, in the Colibri, with a flag of truce, to New York, to demand an explanation. This overture met with the reception which might have been expected, although the Vice-admiral was perfectly justifiable in sending it. It was his duty to prove, like Sir James Saumarez, in the Baltic, that no precipitation of his, no eagerness for prize-money, had induced him to grasp at the first excuse for beginning hostilities. On the return of the Colibri, and the embarkation of Mr.

Forster from the United States, there was no longer a hope of peace; and the Vice-admiral sent out his cruisers, in every direction, more with a view to give assistance to the trade of his country, than to enrich himself by capturés from the enemy.

The American privateers swarmed on the coast of Nova Scotia, in the bay of Fundy, off the Bermudas, the gulf of Florida, Barbadoes, in short, every track, every creek, by which our commerce had been in the habit of passing to and from the mother country. The madness of the American government, in thus going to war, without a previous embargo of one year at least, was soon very apparent by the numerous valuable captures made by the British cruisers.

The American squadron, whose orders it appears were to intercept the West India convoy, then on its passage home, and not very far from them, might have succeeded, had they not been detained three days in repairing the damages sustained by the President, from the fire of the Belvidera.

The squadron under Captain Broke having arrived off New York, that active officer gained intelligence of the American Commodore, and stood to the southward, in the hope of falling in with the convoy. He saw and chased the Constitution, but could not come up with her. He however took many prizes; burned a number of American vessels; and, on the 25th, spoke an English schooner, which had parted with the Jamaica fleet on the day preceding, under convoy of the Thetis frigate.

Captain Broke made all sail to join them, which he was so fortunate as to effect on the 29th, in lat.  $40^{\circ} 44' N.$ , and long.  $63^{\circ} 12' W.$ , accompanying them as far as the lat. of  $43^{\circ}$ . and long.  $52^{\circ} W.$  when any farther apprehension of their being attacked by the Americans might be dismissed. A heavy gale of wind, and a thick fog, separated the ships on the banks of Newfoundland; and early in the month of August, the provisions and water being nearly expended, the British squadron returned to Halifax.

In the mean time, the Guerrière cruising alone on the banks of Newfoundland, on the 20th of that month, fell in with the Constitution, an American frigate, of the same force as the President, though inferior as to scantling. The Constitution, when first seen, was to windward: it was blowing fresh, with a heavy sea running. The Guerrière was on a wind, on the starboard tack. As the enemy appeared determined to fight, Captain Dacres shortened sail to his topsails, foresail, jib, and driver, and threw his main-topsail to the mast. The Constitution also hove-to, hauled up her courses, took a reef in her topsails, and handed her topgallant-sails. Captain Dacres filled, and stood under the same sail, upon a wind. The Constitution came down, and at ten-minutes past four, this eventful action began, by the Guerrière firing a few guns at the Constitution, more with a view to try the distance, than for any effective attack. At fifteen minutes past four, the American hoisted his colours,

and opened his fire : the Guerrière wore several times to avoid being raked, and the action was continued, as both ships ran off the wind, the Constitution on the larboard-beam of the Guerrière, endeavouring to cross her bows ; but which Captain Dacres for some time prevented : thus far, the two ships had fought with an equal chance of success, when the day was decided by one of those accidents to which ships of war are ever liable, and which can rarely be guarded against. A twenty-four pound shot passed through the mizen-mast of the Guerrière, and at twenty minutes past five, the mast fell over the larboard-quarter ; the ship consequently came to, against her helm, which was kept hard a-port, and the Constitution had an opportunity of raking her with a very destructive fire. The stern of the Constitution coming in contact with the bow of the Guerrière, the boarders on each side were preparing to rush into the opposing ships, but were prevented by the motion, and the uncertainty of the number who might be able to reach the decks of the enemy at one time. While the bow guns of the Guerrière, and her small-arm men, were firing into the Constitution, the latter, with a numerous company of well-trained marines, did great execution among the officers and crew of the Guerrière, whose bowsprit at that moment striking the taffrail of the Constitution, slacked the fore-stay of the Guerrière, and the fore-shrouds on the larboard or weather side being mostly shot away,

the mast fell over on the starboard side, crossing the main-stay; the sudden jerk carried the main-mast along with it, leaving the Guerrière a defenceless wreck, rolling her main-deck guns in the water. The American, as soon as the Guerrière's masts fell, removed to a distance, lying by for a short time to repair her damages. Captain Dacres, though severely wounded, still kept the deck, and with his brave officers and crew, exerted himself to clear the wreck, and get the ship before the wind. The spritsail was loosed, and a small spar being lashed to the stump of the foremast, in three-quarters of an hour a topmast-studdingsail was set on it, and she was going off before the wind. But valour, skill, and exertion were alike fruitless; the spritsail-yard went in the slings, the haul-yards of the jury fore-yard were shot away, and the motion of the ship was so quick and so violent, that it was impossible to work a great gun: she had several shot-holes between wind and water, the Constitution had taken a position to rake her, without the smallest chance of the Guerrière returning a shot, and the officers concurring in opinion with the Captain, the colours were struck.

Mr. Ready, the second lieutenant, commanding on the main-deck of the Guerrière, was killed, with fourteen men; the captain, first lieutenant (Mr. Kent), and sixty-one seamen and marines wounded. This number made nearly one-third of the crew with which he went into action. The third lieutenant, second lieutenant of marines, two

midshipmen and twenty seamen were away in prizes. All the officers, and every midshipman capable of taking charge of a watch (except one), were wounded. The comparative force of the ships will be best shewn by the accompanying table; and when all the circumstances are taken into consideration, it will be allowed that the Guerrière was most nobly defended, against a ship very nearly double her force; and that the sentence of the court-martial, by which Captain Dacres, his officers, and ship's company were honourably acquitted, was no more than a just tribute to their valour and misfortunes. Captain Dacres, as a proof that the lords commissioners of the Admiralty approved of his conduct, was, before the conclusion of the American war, appointed to the Tiber, a new frigate of forty-four guns, which he commanded for five years.

#### CONSTITUTION.

	<i>Guns.</i>	<i>Men. Boys.</i>
Main-deck.....	30 24-pounders	476
Quarter-deck .....	24 32-pounders	
Forecastle .....	2 long 18-pounders	

#### GUERRIERE.

Main-deck.....	30 18-pounders	244	19
Quarter-deck .....	14 32-pounders		
Forecastle .....	{ 2 32-pounders 2 long 9-pounders		

Lieutenant Kent was promoted to the rank of Commander.

The Guerrière could not muster more than seven men to a gun, and in some instances only five, the

number of her small-arm men was not above thirty, while her enemy had more than sixty, besides twelve riflemen in each top.

Captain Dacres, on going into action, gave permission to seven American seamen (all he had on board), to retire from their quarters. Of this they availed themselves. Had the Englishmen on board the Constitution received the same indulgence, it is probable the ship would have been taken into Halifax.

On the morning after the action, it was discovered that the Guerrière was so completely a wreck, that it would be impossible to take her into port; she was therefore set on fire and burnt. The conduct of Captain Hull, of the Constitution, to Captain Dacres, and his officers and crew, was that of a humane and gallant enemy, with one exception only, which we are about to mention. Soon after his arrival at Boston, Captain Hull resigned the command of the Constitution; was made a Commodore, and a Commissioner of the Navy, of the United States.

It appeared in evidence on the court-martial, that there were many Englishmen on board the Constitution, and these were leading men, or captains of guns. The officers of the Guerrière knew some of them personally, and one man in particular, who had been captain of the forecastle in the Eurydice, a British frigate, then recently come from England. Another was in the Achille at Trafalgar; and the third lieutenant of the Con-

stitution, whose name was Reed, was an Irishman. It was said, and we have no reason to doubt the fact, that there were two hundred British seamen on board the Constitution, when she began the action.

Captain Dacres, while lying wounded in his cot, heard one of them say to an American boatswain's mate, "Don't strike me! you Yankey, if it had not been for us, you would never have had the Guerrière;" and so fearful was Captain Hull that the remnant of the Guerrière's crew would be tempted by the number of their countrymen on board to make some desperate effort, that he kept his prisoners manacled and chained to the deck during the night, and a greater part of the day.

We have been more than usually minute in giving the particulars of this ill-fated action, not only with a view of rescuing the character of a brother officer from undeserved censure, but to efface an impression that our navy was declining, and our officers and men deficient in their duty! The inference is erroneous, founded on a supposition, that if two ships happen to be called frigates, the lesser one, being manned and commanded by Englishmen, ought to take the greater, though a ship very nearly double her force, in size, guns, and men: we need scarcely enter into any argument to prove the fallacy of such an expectation. A ship five feet wider, and twelve or fifteen feet longer, has much more room for fighting her guns, is steadier on the water, higher above its surface,

and less vulnerable to the shot of her enemy, as her sides and her masts are so much thicker, while the shot of her adversary are proportionably smaller. If to these advantages we add nearly double the number of men, and the stoutest of them Englishmen, we think the capture of the Guerrière is fairly accounted for.

As we are to relate other naval actions between our ships and those of the United States, some more fortunate, but none more gallant, we intend this reasoning to apply to the whole of them; we shall therefore have little more to do, than state the facts.

In July the Americans invaded the western provinces of Upper Canada. The war was carried on with the utmost rigour on both sides, yet without any declaration on our part; the port of Halifax was crowded with prizes, of the most valuable nature, though till the following year no commission was granted for their trial or condemnation. Much of their cargoes was stolen from them by nightly plunderers, and much afterwards consumed in expensive litigation, while the hulls of the vessels drifted from their anchors, and were scattered in careless profusion round the harbour. This apparent indifference on the part of government to the interests of the seamen, was the cause of great desertion and discontent. According to the Gazette numbers, no less than one thousand four hundred sail of ships of war, privateers, and mer-

chant-vessels, were taken, in the course of the short space of two years and a half; and by accurate calculation it appears that British vessels taken by the Americans were fully equal in number, and perhaps of greater value.

On the 27th of September, Admiral Sir John Warren arrived at Halifax in the St. Domingo, of seventy-four guns. He took on him not only the command on the North American station, including Newfoundland, but also that of the Windward and Leeward Islands and Jamaica; and was vested with the powers of a minister plenipotentiary.

Sir John Warren was accompanied by the Poictiers, of seventy-four guns, commanded by Sir John P. Beresford: some noble frigates also arrived on the coast from England, intelligence having been received that Commodore Rogers had sailed with a squadron to destroy our Newfoundland trade. Captain Broke was sent after him, with the Shannon, Nymph, and Tenedos, of thirty-eight guns, and Curlew, brig. Sir John Warren sailed soon after for the Chesapeake, with a very strong squadron. In November, Vice-admiral Sawyer returned to England. Another action, of as mortifying a nature as the last, was fought between the Frolic brig sloop of war, of eighteen guns, and the Wasp, called also a sloop of war by the Americans, but as much superior to her opponent in point of size, scantling, and number and quality of her crew, as the Consti-

tution was to the Guerrière; to which may be added, that the Frolic was a disabled vessel, only half manned.

Captain Whinyates, of the Frolic, was on his passage home from the bay of Honduras with a convoy, on the 16th of October, 1812. Having come through the gulf of Florida, and being informed of the war with America, he encountered a gale of wind, which dispersed his convoy, carried away his main-yard, and sprung his main-top-mast: he was short of his proper complement of men, and of his crew one-third were fit subjects for invaliding. Thus circumstanced, on the 18th of October, after having collected six sail of his convoy, he fell in with the Wasp, an American sloop of twenty guns, eighteen thirty-two pounders and two long twelve-pounders, and one hundred and thirty-eight men.

Captain Whinyates, like a gallant officer, and conformably to the maxim of Nelson, first made the signal to the convoy to disperse or provide for their own safety; after which, when they were at such a distance as to ensure their escape, he came to the wind and engaged his enemy. This action, like that of the Guerrière's, was also decided by an accident. The fire of the Frolic was so spirited, that in a few minutes the fore-topmast of the Wasp fell over the side, and unfortunately almost at the same moment, the gaff-head of the Frolic, which having no square mainsail, wanted after-sail to keep her to the wind. This allowed the Wasp

to take a raking position, and the decks of the Frolic were swept of her gallant officers and men with comparative impunity, but nothing could induce Captain Whinyates to surrender, as long as there was a chance of victory : when the Frolic had scarcely twenty men unhurt on her decks, the crew of the Wasp boarded from their own vessel, and struck the British colours. Captain Whinyates surrendered his sword to an enemy that could not but respect his valour. The Frolic had fifteen officers and men killed; her first lieutenant and master mortally wounded; Captain Whinyates, the second lieutenant, Mr. B. Wintle, and forty-three men wounded with more or less severity : some of these died in consequence. The British brig was entirely disabled. The Wasp, which had one hundred and thirty-seven stout men, was supposed to have eight men killed, and as many wounded, but their numbers were carefully concealed. The action was scarcely ended, when the Poictiers, of seventy-four guns, hove in sight, retook the Frolic, and captured the Wasp. In number of guns, and weight of metal, the two sloops were nearly equal; the superiority of the Wasp lay in her size, the number and quality of men, and scantling of her timbers. A court-martial decided the merit of Captain Whinyates, by declaring that he had done all that could be done to defend his vessel, and he was therefore honourably acquitted, with all his officers and crew. Captain Whinyates at the time of fighting this action was

a post-captain, but did not know it: he received his commission on his arrival in England.

Another severe mortification awaited us, in the capture of the Macedonian, a British frigate, similar in size and rating to the Guerrière, that is to say, an eighteen-pound frigate, with a complement of two hundred and eighty-four men.

On the 12th of October, 1812, in lat.  $29^{\circ}$  N. and long.  $29^{\circ} 30''$  W. this frigate, commanded by Captain J. S. Carden, fell in with the United States, an American frigate of the largest class. Both ships mutually steered a course to close with each other. The Macedonian set her fore-topmast, and top-gallant studding-sails: it was blowing strong: Captain Carden, as the enemy approached, took in his studding-sails, and was under a plain sail before a shot was fired. The British frigate, sailing faster than the American, would soon have been alongside of her, but in the first or second broadside the Macedonian lost her mizen-topmast, and gaff-haulyards. This produced an equality in the rate of sailing, and the United States kept her enemy in one position on the quarter in a running fight. The first man killed on board the Macedonian, was by a forty-two pound carronade shot,—a proof that, contrary to numerous reports, he commenced action within range of carronade, and indeed so close, that Captain Carden attempted to lay his enemy on board, in which he was disappointed only by his lee-forebrace being shot away,

which brought his ship up in the wind, and probably saved the lives of most of his crew; for it would be the height of presumption to suppose that the very reduced numbers on board the Macedonian, could have contended against the crew of the United States in a personal conflict, as an assailing enemy. It need scarcely be noticed that Captain Carden has been accused by a very incompetent judge of running down to bring his enemy to action, in a heedless and confident manner. He ran into action as his brother officers had done, and will do again, to fight his enemy, and decide the day as quickly as possible: how could Captain Carden have closed sooner, and what right had he to suppose his ship's company deficient in the practice of gunnery, when he was confident that every pains had been taken to instruct them? Captain Carden was ignorant of the action between the Guerrière and Constitution, and having exerted himself to the utmost to defeat his enemy, was compelled to surrender, after his mizen-mast and topmasts were shot away, and his ship a mere wreck: his conduct has therefore been most cruelly misrepresented. The Macedonian had thirty-six men killed; thirty-six severely, and thirty-two slightly wounded. A court-martial acquitted him, his officers and crew, of all blame for the loss of the ship. Mr. David Hope, the first lieutenant, was severely wounded in the head, towards the close of the action, but being carried below, he immediately returned to his duty. This officer

was highly complimented for his gallantry, and is now a commander. He is the same whose conduct we noticed as first lieutenant of the Freya at Guadaloupe, in the year 1810. The guns of the United States, according to the official report of Captain Carden, were, on the main-deck, thirty long twenty-four pounders; forecastle and quarter-deck, twenty-two carronades forty-two pounders, and two long twenty-four pounders, making fifty-four guns, besides a traversing carronade and howitzers in her tops: her complement of picked men amounted to four hundred and seventy-six. She had the scantling of a seventy-four, and was, in a gale of wind or bad weather, equal to almost any two-decked ship.

Captain Carden received his sword from Rear-admiral Sir Henry Hotham, the president of the Court, who took occasion to pay him a very handsome compliment on his gallantry; and as the Court was composed of men of honour, of the naval profession, it is to be presumed that an investigation of four days would have put them in possession of the facts, and that they would return a verdict according to their oaths.

Commodore Decatur, who commanded the United States, behaved to his prisoners in a manner so honourable and humane, as to entitle him not only to the thanks of Captain Carden and his officers and men, but also to the grateful record of history. The Commodore, who was an ornament to his country, lost his life in a duel with

a brother officer : they fought with muskets ; both shots took effect, but one only inflicted a mortal wound.

The year 1812 terminated with the loss of another British frigate, the Java, of thirty-six guns, eighteen pounders, commanded by Captain Henry Lambert, one of our most distinguished officers, whom we had occasion to mention with peculiar honour in the East Indies, as Captain of the Psyche and St. Fiorenzo. The Java, on her way to the East Indies, had sailed from England late in the year. She was newly equipped, with a crew composed of different portions of the men of other ships, and a sad mixture from the guard ships at the Nore, and in Hamoaze : such at the close of the war were the generality of our crews. She had but a small proportion of seamen, and nineteen of her men were away in a prize.

On the 29th of December, when off St. Salvador, on the coast of South America, the Java fell in with the Constitution, commanded by Commodore Bainbridge. At first, the Constitution, on making out the Java to be a British frigate, stood away from her under all sail upon a wind. The Java pursued and gained on her; when the American hoisted her colours, shortened sail, and bearing up, placed herself on the lee-bow of the Java. At ten minutes past two she began to fire, when half a mile distant from her enemy, giving her larboard broadside. This was not returned by the Java, until close upon the weather-bow of the Con-

tution, when a desperate action ensued. The American avoided close fighting, and fired high to disable the Java, in which he too well succeeded: by cutting away the head of her bowsprit, and most of her running rigging, he obtained the weather gage, and at length raked the Java, with a heavy and destructive fire. Captain Lambert had ordered his ship to be laid on board the enemy, but at the very moment, his foremast fell, and soon after the main-topmast, while the stump of the Java's bowsprit passed over the Constitution's taff-rail. It was now easy to perceive that the day was gone; the only hope was by boarding, and that the enemy was too wary to allow; having all his masts, and being perfectly under command, he took his own distance. At half-past three, Captain Lambert received a mortal wound in the breast, and was carried below. The command devolved on Lieutenant Henry Dacie Chads, the first lieutenant. Many of the guns of the Java were disabled: two or three were all that could be brought to bear until a quarter-past four, when her mizen-mast falling, she broke off a little, and brought her starboard guns to bear, and the enemy's rigging being much cut, she could not avoid shooting a-head, which brought the two ships fairly alongside of each other. In this position, they continued engaging until thirty-five minutes past four, when the Java's main-yard went in the slings; and she was frequently on fire, owing to the wreck hanging over her guns on the fighting

side. The American now made sail a-head, and remained out of gun-shot for one hour, while the Java lay an unmanageable wreck, with nothing standing but her mainmast, and that expected to fall every moment. The Java was however not yet given up, though in a condition in which few would have thought a defence practicable; still, like the Guerrière, they rigged a small jury-foremast, cleared the wreck from their guns, and spared no exertion to be ready to renew the action: a small sail was set on the bowsprit: the weather half of the main-yard remaining aloft, the main tack was hauled on board, and the helm put up in hopes of getting before the wind, but the ship rolling very heavily, the mast fell, and nearly covered with its wreck the whole of the starboard guns. Thus circumstanced, what more could be done by the bravest? a useless sacrifice of those who, while a hope remained, freely devoted themselves to the cause of their country, would have been an ungrateful return for their patriotism; and as the Constitution approached within hail to rake them, the officers of the Java agreed with Mr. Chads, that it would be proper to surrender, and at five minutes past five, the colours were struck. No sooner were the wounded men taken from the ship, than the American captain, seeing *she could not float*, set her on fire, and she went down. The reader will be struck with the remarkable similarity between this action and that between the same American frigate and the Guerrière: that of

the Macedonian and the United States bears also very strongly on the question; and the result of the whole forms a mass of undeniable evidence, proving that neither courage, discipline, or seamanship, were wanting on our side, but that these frigates were taken, simply because they were opposed to ships as much their superior in every respect as a British first-rate is to an eighty gun ship. The killed on board the Java amounted to twenty-two, viz. five mates and midshipmen, a clerk, and sixteen seamen and marines; besides the captain, who died a week after. The first lieutenant, master, and seventy-five seamen, Lieutenant Davies, of marines, two sergeants, two corporals, and seventeen privates, were wounded.

Captain John Marshall, of the royal navy, a passenger, Lieutenant James Saunders, of the navy, and Captain Wood (aide-de-camp to Lieutenant-general Hislop, who was also on board), were wounded.

Mr. Chads wrote a very modest, unassuming letter, accounting for the capture of the Java, in which he detailed the action in the language not only of a seaman, but of a scholar and a gentleman. He spoke of the support he had received from Lieutenant-general Hislop, Major Walker, and Captain Wood; of Captain John Marshall, R. N.; of the Lieutenants Hetherengham and Buchanan; of Mr. Robinson, the master, and Lieutenants Mercer and Davies, of the marines: and of the Lieutenants Aplin and Saunders, R. N., who were

passengers : he diffidently offered a tribute of praise to his gallant and lamented Captain, whose remains were interred with military honours at St. Salvador. Commodore Bainbridge behaved with great kindness to the officers of the Java ; but Mr. Chads states that the crew were plundered of every thing by the Americans, and confined in irons. This latter instance of rigour might only have been an effect of caution, as Captain Broke was obliged to confine the Americans, and Captain Hull the crew of the Guerrière. A monument in St. Paul's cathedral deservedly commémorates the name of Captain Henry Lambert as a young and deeply-regretted naval hero.

The Constitution received in this action so much damage, that a very little more resistance, had it been possible to have made it, would have at least reduced her to a wreck, if not have compelled her to submit to an eighteen-pound frigate. Her foremast, mizen-mast, and main-topmast, were much cut, as were her yards and rigging. She had ten men killed and forty-six wounded, four of whom died within the week. The Commodore and his fifth lieutenant were also wounded.

The remaining officers and crew, who survived from the Java, were speedily conveyed to England, where, in the month of April following, they were brought to a court-martial for the loss of the ship. The trial took place on the 13th of April. Sir Graham Moore, one of the best judges of naval merit in our service, was the president of the court.

After all the evidence had been gone through, and the defence concluded, the prisoners were *most honourably acquitted*, and Rear-admiral Moore thus addressed Lieutenant Henry Ducie Chads :

I have much satisfaction in returning you your sword. Had you been an officer who had served in comparative obscurity all your life, and never before heard of, your conduct on this occasion has been sufficient to establish your character as a brave, skilful, and attentive officer.

Lieutenant Chads was promoted to the rank of Commander, on which list he still continues.

## CHAP. II.

1. Debates in parliament on American war—Motions of Marquis Wellesley and Lord Darnley against ministers—Lord Melville's reply as to the state of the navy—Treaty with Sweden, and union of Sweden and Norway—Losses of the French in the Russian campaign—Letters of Admiral Tchitschagoff—Prussia and Austria join the allies—Successes of their arms—Lord Wellington defeats the French at Vittoria, and enters France—Capture of Cuxhaven, Stadt, and Gluckstadt—Position of the allied armies—Counter-revolution in Holland—Prince of Orange embarks on board the Warrior, and lands in his dominions.
2. *Channel*.—Capture of the Argus, American brig of war, by the Pelican—Capture of the Weser and Trave, French frigates—Defence, capture, and re-capture of the fortress of Castro.
3. *Mediterranean*.—Various gallant boat-services and attacks on the enemy—Noble conduct of Captain Black, in the Weazle—Attack on the Col de Belaguer—Storming of St. Sebastian—Capture of Fiume by Rear-admiral Freemantle—Operations in the Adriatic—Capture of Cattaro, D'Anzo, and Lucca—Attack on Leghorn fails.
4. *North America*.—Action between the Hornet and Peacock—Non-descript frigates sent out—Despondency of the British nation on the supposed decline of its marine—Action between the Shannon and Chesapeake—Observations on the clock-machines and torpedoes—Horrible plot of some Americans to blow up the Ramillies—Destruction of a lieutenant and ten seamen—Capture of the Boxer gun-brig—Death of Captain Blythe—Operations on the coast of North America conducted by Rear-admiral Cockburn—Destruction of Havre de Grace—Capture of Kent Island—Proceedings on the lakes—Actions with American flotilla—Capture of the British vessels Detroit and Queen Charlotte.
5. *West Indies*.—Successful voyage of Rear-admiral Durham to Barbadoes—Capture of the Alcmene and Iphigenie, French frigates—Action between the Amelia and Arethuse.

THE war with America was the question which engrossed the attention of the British parliament. On the 18th of February, Lord Castlereagh delivered to the house of commons a most able, luminous, and satisfactory account of the whole correspondence and the transactions which had led to the commencement of hostilities. His Lordship's speech was founded on the declaration of his Royal Highness the Prince Regent, dated on the 19th of January preceding. This declaration completely refuted and disproved every assertion of Mr. Madison, in his message to the senate of the 4th of November, 1812.

Lord Castlereagh observed "that the Americans, in their complaints against this country, had assumed, that Great Britain had impressed fifteen or twenty thousand citizens of the United States; but upon particular inquiry by the Admiralty it had appeared, that out of one hundred and forty-five thousand seamen employed in the British service in January, 1811, the whole number claiming to be American subjects, amounted to no more than three thousand three hundred, of whom not more than one in four could prove their citizenship; so that the real number would have been reduced to one thousand six hundred or one thousand seven hundred men," the whole of whom, his Lordship might have added, were discharged, as soon as their claims were proved. "Nor could the house of commons believe," said his Lordship, "that for such a consideration as one thousand

seven hundred seamen, his Majesty's government would irritate the feelings of a neutral nation, or evade public justice." Having convinced the great majority of the house of the moderation and propriety of the measures pursued by the government, his Lordship concluded, by moving an humble address to his Royal Highness the Prince Regent, assuring his Royal Highness of the entire approval of the resistance which had been opposed by the British government to the unjustifiable pretensions of America, being satisfied that those pretensions could not be admitted, without surrendering some of the most ancient, undoubted, and important rights of the British empire.

On the 12th of March, the Marquis Wellesley, no longer in office, made his motion relative to the retreat of the British army, under Lord Wellington, from Burgos, at the latter end of the preceding year; contending that Lord Wellington had not been supported by a sufficient supply of troops to enable him to face the enemy. His Lordship was answered by Earl Bathurst, and the Earl of Liverpool, and his motion lost by a great majority.

The motion of the Earl of Darnley, in the house of peers, on the 14th of May, met a similar fate. His Lordship, in calling the attention of the house to our naval disasters, on the coast of North America, particularly alluded to the action between the Peacock and Hornet. He disapproved of the small force on the coast of America, at the commencement of hostilities, when it had long been

obvious that a war must ensue; and contended, that a force of five sail of the line, seventeen frigates, and an adequate number of small vessels, should have been stationed to blockade the enemy's ports. His Lordship remarked on the length of time which had elapsed between the declaration of war on the part of America, on the 18th of June, and the granting of letters of marque and reprisals in this country, on the 13th of October, and observed, that more than two months elapsed after this last date before "any orders were given to blockade the Chesapeake and the Delaware, but Rhode Island *and* Newport remained open, and in the *last* the American frigate was refitted which took the Macedonian." Who would not suppose from this statement that these were two harbours? Yet we can affirm, that there is but one; Newport being the name of the town and harbour of Rhode Island. The licences granted by the British government to the American commerce, were strongly and justly reprobated; and his Lordship concluded by saying, that a case had been made out loudly demanding investigation; the motion was seconded by Earl Stanhope.

Lord Melville contended, that although it was easy to foresee hostilities, yet a general opinion prevailed, that a revocation of the orders in council would have satisfied the American government. With respect to the lapse of time between their declaration of war and ours, the delay had been admitted, in hopes that America would have al-

tered its determination. His Lordship denied that it was the duty of ministers to have kept a fleet always on the coast sufficient to have blockaded the ports: "the public service in other parts of the world," his Lordship said, "would not have admitted of it." With respect to the extraordinary dimensions of the American frigates, his Lordship said, and we think with very great propriety, "that we were not to alter the classes of ships in the British navy, merely to meet those of America; that it was far better to send out seventy-fours for that purpose." We are sorry this wise determination was ever departed from, by building or altering those non-descripts, of which we shall speak in another place. The motion of Earl Darnley was lost by a large majority, in favour of ministers.

On the 11th of June, the treaty then recently concluded between Great Britain and Sweden, was laid before Parliament. By this treaty it appeared, that the King of Sweden was to employ thirty thousand men in direct operation on the continent against the common enemy; they were to be commanded by the Prince Royal of Sweden, in concert with the troops of Russia. His Britannic Majesty acceded to the convention between these two powers, as far as it related to the annexation of Norway to Sweden, promising to afford his assistance, if necessary, towards the accomplishment of that object.

The reasons assigned for this arrangement were,

that the French government had occupied Swedish Pomerania, and menaced the empire of Russia. The contracting parties had engaged to make a diversion with from twenty-five to thirty thousand Swedes, and thirty-five thousand Russians, on some part of the coast of Germany ; but as the King of Sweden could not, consistently with the safety of his dominions, make such a diversion, while he must regard Norway as an enemy, the Emperor of Russia engaged either by negotiation, or by force, to unite Norway to Sweden. The King of Denmark was to be indemnified by territory on the south side of the Baltic, more contiguous to his dominions. Sweden received from us a subsidy of £1,000,000 sterling. Guadaloupe was ceded to her in full sovereignty, his Swedish Majesty granting to Great Britain, for twenty years, the right of entrepot in the ports of Gottenburg, Carlsham, and Stralsund, for all commodities, on *an ad valorem* duty of one per cent. The date of the treaty is the 24th of March, 1812.

Denmark and Norway were at first highly indignant at this transfer. Norway was disposed to resist; and, in consequence, her ports were declared, by a British order in council, of 1814, to be in a state of blockade ; but she soon after submitted, and the treaty was finally carried into effect, to the great regret of all who are acquainted with the manners, habits, and sentiments of that excellent people.

The year 1812 closed on Napoleon with the loss

in his Russian campaign of forty-one generals, one thousand two hundred and ninety-eight officers, one hundred and sixty-seven thousand men, and one thousand one hundred and thirty-one pieces of cannon. Memel, with immense stores, fell into the hands of the allies. The Prussian general, D'Yorek, with fifteen thousand men, was cut off from the French army, and compelled to remain neuter, and Prussia almost immediately became the enemy of France. On the 6th of January, 1813, Witgenstein, the Russian general, entered Konigsberg, the French flying in the utmost confusion, leaving behind their sick, cannon, and baggage. Tchitschagoff and Platoff entered Marienwerder, from which Murat and Victor narrowly escaped. The Russian Generals soon after took Marienburg and Elbing, and, crossing the Vistula, pursued the French in every direction. Platoff invested Dantzig. Napoleon, in the mean time, flying from his distressed army, as he had done in Egypt, got back to Paris, and directed his agents to make out the best story they could to tranquillize the public mind.

The following extracts of two letters written by Admiral Tchitschagoff, an officer of distinction greatly attached to this country, give in few words a perfect idea of the losses and the sufferings of the French army. This officer, though an admiral in the Russian service, acted on this occasion as a General, and we think with very great success:

*Wilna, the  $\frac{1}{2}$  December, 1812.*

This was begun at . . . but could not be finished there; since that time I have been chasing Bonaparte till he got out of our frontiers. He has lost nearly all his guns, baggage, shot, and powder, and three-quarters of his army. He has saved himself, with some of his guards only; all the rest were left behind, in the most wretched state possible, famished, exhausted, and half frozen. The road he has passed is covered with dead—frozen or killed. I am sure there never was such a scene of human misery witnessed, as in the countries he has gone through. His ravages can hardly be described. His people have been burned in the very cottages they set fire to, or frozen in those in which they had destroyed doors and windows, and which otherwise might have served to shelter them. I hope he will not attempt any thing more against a country which is so strongly guarded by its position, and by its climate. The nation has shewn a great hatred for the French, and has strongly contributed to their expulsion. They were destroyed whenever the peasants could get at them. This campaign must have cost him at least three hundred thousand men, and certainly a great loss of confidence, and a diminution of that terror, which other nations had of him. If every one does his duty now, the world may be delivered of its tyrant, and every nation recover its independence.

*St. Petersburg, the  $\frac{1}{2}$  June, 1813.*

The last time I wrote, I mentioned only that I had quitted the army without saying why. I can tell you something more of it now. Whilst I was coming from Moldavia to act with the troops that were to be opposed to Napoleon, who was already between me and Moscow and Petersburg, our communication was rather difficult, and therefore many people said what they thought about the state of my army, and greatly exaggerating our advantages over Bonaparte, reducing the number of the enemy, and augmenting mine, according to their own fancies. In short, it was so well managed, that on the point where I met Napoleon he was said to have had twenty thousand men, and about twenty-four guns only, and I eighty thousand men; but in fact he had one hundred and twenty thousand, and more than three hundred guns, when I had only twenty-five thousand to oppose him. The truth of this was proved afterwards at the

place where I first met him at the passage of the river Beresina; there we found no less than thirty thousand bodies, and I made about as many prisoners, besides what were frozen upon the road from thence to Wilna, yet Napoleon passed with nearly fifty thousand through that town. The ignorant and the mischievous, at first clamorous, are now silent. The truth will be better known hereafter; but as I did not wish to expose myself to such stupid and absurd judges, I retired from the service.

Prussia and Austria once more joined the allies. The French evacuated Pomerania, and, retreating towards the Elbe with the swarm of Douaniers from the shores of the Baltic, were encountered by a Danish army. Morand, the French general, thus opposed and pursued, was glad to escape across the Elbe, leaving his cannon behind him. Hamburg received General Tettenborne with open arms, on the 18th of March. The Russians and Prussians fought side by side against the French, at Lunenberg, which they took by storm, and made two thousand three hundred prisoners. Here General Morand was killed. Blucher was called to the head of the Prussian armies; and every hour brought fresh accounts of victory to the British capital; but the French, under Davoust, again got possession of Hamburg, and grievous were the cruelties practised by that ferocious general. In the month of June, an armistice was concluded between the Emperor Alexander and Napoleon, affording both parties time to recruit their forces.

Hostilities recommenced in August, when the Austrian army took the field in favour of the

Allies. Tremendous conflicts succeeded before Dresden, in which Napoleon had intrenched himself with one hundred and thirty thousand men. An assault was made on the 27th of August. General Moreau, who had joined the Allies, was mortally wounded, and the loss on both sides was considerable, without any decided results. On the 30th, Vandamme was defeated at Kulm, by the troops of Russia and Prussia, lost ten thousand men, sixty pieces of cannon, and was himself, with six of his generals, taken prisoner. Blucher had, on the 22d, defeated Marshal Macdonald near Goldberg, taking eighteen thousand prisoners, and one hundred and three pieces of cannon. The Crown Prince of Sweden, Bernadotte, with the Swedish, Russian, and Prussian troops united, defeated the French army of seventy thousand men, under Marshal Ney, taking eighteen thousand prisoners, four hundred waggons, and fifty pieces of cannon.

Napoleon, in the month of October, concentrated his forces in and about Leipsic, to the amount of one hundred and eighty thousand men. On the 17th, 18th, and 19th, he fought the famous battles in which he was utterly defeated; Leipsic was taken, himself escaping only two hours before the enemy got in.

In proportion as he lost ground in the north, his prospects in the south became still more desperate. The losses on the Elbe were supplied in some degree by draughts from Spain, whence

he took near thirty thousand veteran troops, and this after the Marquis of Wellington had defeated King Joseph at Vittoria. That glorious victory was obtained on the 21st of June, when Joseph, with Marshal Jourdan and the great body of the French forces, were completely overthrown and dispersed, with the loss of baggage, cannon, provisions, treasure, waggonis, and cattle. Joseph crossed the Bidassoa and entered France, followed by the victorious Wellington, who planted the British banners on “the sacred soil.”

Captain Arthur Farquhar, of the Desirée, of thirty-six guns, had the command of the British vessels employed in the Elbe and Weser, and in the reduction of the fortress of Gluckstadt. The enemy was at that time flying from the neighbourhood of those rivers in the utmost confusion, pursued by the combined armies. Holland was effectually freed from the hated presence of the French soldiers.

By an order in council, dated the 27th of November, 1813, the blockade of the rivers Elbe, Weser, and Ems, was discontinued; the provinces of East Friesland, the state of Kniphausen, the duchy of Oldenburgh, and the duchy of Bremen, were declared to be no longer under the control of France. Bremerleehe, or Castleburgh, on the Weser, having a French garrison of two hundred and sixty man, and thirteen pieces of ordnance, surrendered to the combined British and Russian forces on the 23d of November. Captain Far-

quhar, in La Desirée, contributed to the capture of this place.

The French had been driven from Cuxhaven, and regained possession, more than once; but on this occasion, with the assistance of Captain Farquhar, their expulsion was final. The works were very strong: they had twenty-six heavy guns, and four thirteen-inch mortars, with a garrison of three hundred men. The city of Stadt, in the same river, was taken by the Russians. The army of the Crown Prince entered Holstein on the 28th of December. Davoust retreated on Hamburg. Captain Farquhar, crossing the Elbe from Cuxhaven, ascended to Gluckstadt on the right bank, and co-operated with the Swedes in the reduction of that fortress, the siege and bombardment of which commenced on the 24th of December. Captain Farquhar's squadron lay in the river, and reduced the place to great distress: the assaulting batteries fired red-hot shot, a mode of warfare very unusual with us, since the siege of Gibraltar. While the British naval force thus harassed the town by night and day, and had frequently set it on fire, a detachment of the army of the Crown Prince of Sweden sat down before it, and protected the batteries from a sortie. A British rocket corps assisted at the siege; and the place finally surrendered on the 4th of January, 1814. This event released the army of the Crown Prince from before a fortress, which he could not with safety have left in his rear, and enabled him to neutralize the army of Denmark by a suspension of hostilities.

Ten gun-boats and two sloops of war were taken from the enemy on this occasion. There were in this fortress two hundred pieces of cannon, with an immense quantity of military stores.

Thus the tide of war set strong against the Usurper's power: the Elbe, the Rhine, and the Bidassoa, the Danube, the Po, and the Guadalquivier, no longer controlled the advance of the conquerors; every boundary was passed, and France became a prey to foreign invaders, after having for twenty-two years desolated Europe. The armies of Russia, Prussia, and Austria, were ready to cross the Rhine in December, in the neighbourhood of Basle. The Allies commanded the Elbe and Weser; the Duke of Wellington at St. Jean de Luz, entered France between the sea and the Pyrenees; the Austrian armies were in Italy, on the shores of the Adriatic and the banks of the Mincio. The island of Schoenen surrendered to Lord George Stewart on the 7th of December, the French garrison becoming prisoners of war, and on the 9th his Lordship, with great promptitude, obtained possession of the island of Tholen, and its battery, commanding the entrance to the Keetan.

The fleet of France lying in the Scheldt at this time, consisted of—

Ships.	Guns.	
3 .... of ....	80	half manned and equipped
4 .....	80	in ordinary
8 .....	74	partly manned and equipped
5 .....	74	in ordinary
2 (frigates)	44	
12 gun-brigs.		

In Flushing—1 ship of eighty guns; 3 frigates of forty-four, not manned.

In the road of Flushing—4 frigates of forty-four guns, manned and ready for sea.

These ships were extremely ill put together, and not sea-worthy. We shall hereafter give an account of the farther disposal of them.

The North Sea fleet was commanded by Admiral Young, who had his flag in the Impregnable, of ninety-eight guns. He had with him fifteen sail of the line, and during the whole of the winter kept his station off the mouth of the Scheldt. On the 17th of December, Commodore Owen landed at Tergoes with a party of marines from the fleet, and distributed the proclamations of the Prince of Orange to his subjects. He was received with the loudest acclamations. The French garrisons every where retreated, and the Dutch flag displayed on all the forts, assured his Highness of a welcome reception. Thus, after all our efforts in favour of Holland, the time of her emancipation drew near. The Dutch, encouraged by the disasters of the French on the Elbe and Vistula, and the retreat of the army of Napoleon, threw off the yoke, and recalled his serene highness William, prince of Orange, now king of the Netherlands. The prince embarked on board the Warrior, of seventy-four guns, at Deal, on the 26th of November. The ship was commanded by Captain Lord Viscount Torrington. The Orange flag was hoisted at the main-topgallant-mast head, and saluted by the

Warrior, and all the ships in the Downs. The prince sailed on the following day for his native land, from which he had been an exile nineteen years. On the 30th, the Warrior came in sight of the coast of Holland, when they had the satisfaction to perceive the Dutch flag displayed on the steeple of the Hague, and generally throughout the country. The French, however, still held the little fortress of the Brill; the prince therefore landed at Scheveling, where he was received by his subjects with the most affecting marks of returning attachment to a family from which they derived their independence. The prince, soon after his landing, presented Lord Torrington with a gold-hilted sword, as a mark of his royal approbation.

In the Channel an action was fought between two vessels of nearly equal force, the one British, the other American. This action, immediately following that between the Shannon and Chesapeake, completely restored the British navy to the good opinion of its country, which it had most undeservedly lost.

Captain John Fordyce Maples, commanding the Pelican, of eighteen guns (sixteen thirty-two pounders, two long sixes), and one hundred and twenty men, was ordered by Vice-admiral Thornborough to cruise in the St. George's Channel, for the protection of the trade, and to seek for an American sloop of war supposed to be on the coast. On the 12th of August, at dawn of

day, Captain Maples got sight of the enemy, then setting fire to an English merchant-brig. Both vessels sought each other, and both were equally well prepared. The British vessel gave three cheers, and at half-past five, began a close and a bloody action, which continued forty-five minutes, when Captain Maples laid his brig alongside of the enemy, and was in the act of boarding as she hauled down her colours. She proved to be the American sloop of war Argus, of eighteen twenty-four pound carronades, and two long twelve pounders, having at the commencement of the action one hundred and twenty-seven men: of these about forty were killed or wounded, and among the latter their gallant and lamented commander, W. H. Allen, who died from the amputation of his left thigh, and was buried with every mark of respect at Plymouth. Two only were killed on board the Pelican, and five wounded. Captain Maples was promoted to the rank of post-captain, and was subsequently honoured with the junior order of the Bath.

The Weser, French frigate, of forty-four guns, and three hundred and forty men, was gallantly engaged by the Scylla and Royalist, commanded by the Captains M'Donald and Bremer. After watching, chasing, and fighting her for four days, she surrendered in the presence of Captain Cole, of the Rippon, of seventy-four guns. This frigate had left the Texel, in company with La Trave, of similar force, which was captured on the 25th of

the same month, by Captain Tobin, in the Andromache, of thirty-eight guns. Having been previously disabled in her masts and rigging, she had no prospect of escaping, and struck her colours very soon after the action began.

The defence of the sea-port town of Castro, on the north coast of Spain, although it ended in the surrender of that place to the French army of thirteen thousand men, was so honourable to the British and Spanish arms, that we shall give a few of the particulars, as stated in the official letter of Captain R. Bloye, of the Lyra, to Lord Keith. The enemy had been twice repulsed from its walls, when they again appeared before it in the month of April. It was at that time a place of no strength; the garrison consisted of an irregular body of Spanish royalists, under the command of Don P. D'Alvarez, who, after having made a vigorous sortie, was reduced to act solely on the defensive; in this he was ably assisted by Captain Bloye, who had under his orders the Sparrow and Royalist brigs of war. On the 7th of May, the French had established a battery to the westward of the town, and a twenty-four pound carronade was landed from the Sparrow, on a small island, within point-blank shot. On the following morning, the two adverse batteries began to fire on each other; and the single gun of the Sparrow was directed with so much effect, as to render the embrasures of the enemy untenable. The Spaniards, in the castle, plied them at the same time with continued discharges

of artillery. The enemy approached in another position, and brought a heavy gun within one hundred yards of the castle ; to counteract which, a twelve pounder was mounted by the British seamen ; but it unfortunately burst, after a few discharges. The Spaniards, encouraged by the presence of their allies, defended the place with obstinacy ; while the French seized every opportunity of adding to their number of troops and battering train, by sea and land conveyance from Santona and Portugalette. Off the latter place, Captain Bloye directed the Royalist and Sparrow to watch by turns, while he remained to afford assistance to the besieged ; every effort on the side of the French was met by a corresponding movement on that of the allies ; but numbers at length gained the day. A practicable breach was effected in the walls ; and at nine o'clock at night, three thousand men rushed into the town, through the breach, and over the walls. They were received with firmness, and every inch of ground disputed from house to house, until the garrison were driven into the castle, whence they embarked in the British boats by companies, under showers of musketry, and reached the Lyra, Royalist, Sparrow, and Alpheus schooner. While this was going on, the enemy endeavoured to enter the castle, but were kept out until all the guns were thrown into the sea ; they however got in before the train was fired, which would have blown the castle down ; but not before every soldier, and

most of the inhabitants, were embarked in safety by the British officers, and their intrepid seamen and marines.

Captains Bloye, Bremer, and Taylor, received the greatest praise for their good conduct at this siege.

The French having gained possession of the place, committed barbarities too shocking to be detailed ; but did not long enjoy their conquest. The British cruisers intercepted all the supplies ; and on the 22d of June, the French garrison were forced to retire to Santona. Captain Taylor, of the Sparrow, seeing this movement, took possession of the castle; without giving them time to destroy the works and artillery, which they attempted to do. Fourteen prisoners, who were taken in the place, were carried to Bilboa, and there executed by the Spanish authorities, as a punishment for their cruelty to the innocent inhabitants of Castro.

Among the young officers who distinguished themselves on the coast of Spain, the name of Captain Timothy Scriven deserves to be recorded. This officer, in a schooner called the Telegraph, of sixteen guns and sixty men, attacked, on the 13th of October, the French national corvette, Flibustier, of twenty guns, and one hundred and sixty men, then lying at anchor under the batteries of Bayonne, and so near the shore as to enable the Frenchmen to save themselves in their boats, after a severe action of three-quarters of an hour, having set their

vessel on fire. The boats of the Telegraph boarded instantly, but could not save her from the flames; she mounted sixteen twenty-four pounders, two long nines, a brass howitzer, and four brass three pounders. She was bound to Santona, and had on board treasure, arms, and ammunition, for the relief of that garrison.

In the month of January, Captain William Hoste, of the Amphion, sent Lieutenants O'Brien and Hood, with Lieutenant Haig of the royal marines, to attack a division of gun-boats off Otranto. They boarded and captured five sail, armed with heavy guns, and manned with from thirty to forty men each.

The boats of the Havannah frigate, Captain the Honourable G. Cadogan, were sent, in the month of February, to attack a convoy of twenty-five sail, which had taken refuge under some guns. Lieutenant Lumley, who commanded the party, destroyed the battery, and took, sunk, or burnt four gun-boats, and the whole of the vessels collected. This convoy was from Venice, laden with ordnance stores.

In the same month, Captain Tritton, in the Kingfisher sloop of war, captured one armed trabaccoli, and drove nine on shore, which were totally destroyed, on the island of Corfu; and in the following month, Captain Cadogan destroyed a large trabaccoli, carrying three nine pounders, and small arms. The next morning, the 23d, he cap-

tured five other armed trabaccolis, and destroyed five feluccas.

Captains Napier and Mounsey, in the Thames and Furieuse frigates, with a body of troops, consisting only of the second battalion of the 10th regiment of infantry, took the little island of Ponza, near Naples. This island has a small harbour, about a quarter of a mile in breadth, and a mole, which was defended by ten pieces of heavy cannon, and two nine-inch howitzers. Waiting till the wind suited, Captain Napier ran the two ships in, and anchored across the mole-head, sustaining the fire from the enemy for half an hour, before their position enabled the British ships to return a shot; but the moment the guns could be brought to bear, the ships engaged on both sides, while Colonel Coffin landed, and marched directly for a tower on the heights, to which the enemy had retreated, and whence they sent down a flag of truce to say that they had surrendered.

The Honourable Captain G. G. Waldegrave, in the Volontaire, destroyed some strong batteries at Morgion, near Cape Croisette, landing his marines and seamen at Sormion, under the command of Lieutenant Isaac Shaw. That young officer ascended the hills, came on the forts in the rear, and took them after a short resistance. In one fort were five thirty-six pounders, in the other two twenty-four pounders; he threw the guns over the cliffs into the sea, spiked a mortar, destroyed the am-

munition, and took the lieutenant and his guard prisoners. While the first lieutenant was thus employed, Lieutenant Sayer, of the same ship, though opposed by two field-pieces, boarded and took eleven sail of vessels laden with oil, and burned three others.

Captain Thomas Usher, of the Undaunted, destroyed the battery of Carey, near Marseilles. Lieutenant Tozer, with a party, landed, and drove the enemy from their palisadoes, took four twenty-four pounders, a six pounder, and a thirteen-inch mortar.

Captain Edward Brace, of the Berwick, of seventy-four guns, in company with Captain Napier (removed from the Thames to the Euryalus), attacked a convoy of the enemy at Cavalacci. Lieutenant Sweedland, first of the Berwick, with Captain Mathews, of the royal marines, landed, gained possession of the fort, and turned the guns on the convoy, and an armed xebec. The latter only attempted to escape, but Captain Napier pushed the Euryalus so close in shore, as to cut her off. She mounted ten long nine pounders, and had ninety-five men, who reached the shore. Twenty-two vessels, of different descriptions, found in the harbour, were either taken or destroyed, the guns spiked, and every thing worth bringing away was embarked.

Captain Charles Adam, of the Invincible, acting in conjunction with the Baron de Erroles, attacked the ports of Ampollo and Perello. Two of his

boats armed with carronades, and a Spanish felucca, were sent under the orders of Lieutenant Corbyn, first of the Invincible, to attack Ampollo, which they surprised, killed the sentinel, and turned the two eighteen pounders in the tower on the guard-house. The guard fled to Perello, which, though at two leagues distance, was taken by the same officer, and a detachment from the Spanish army. Two small privateers, which had been highly useful to the enemy, were taken; and his means of communication with the Col de Belaguer, a strong fortress near Barcelona, were considerably abridged.

In the month of May, the enemy had again fortified the post of Morgion; and again it was attacked, under the orders of Captain Moubrey, of the Repulse; of seventy-four guns, who directed Lieutenant Shaw, of the Volontaire, to land, accompanied by Captain Ennis, of the royal marines, and one hundred men of that corps; the boats of the Undaunted, and a party of men from that ship; together with the launches, armed with carronades. This force, with the same valour and promptitude as on the former occasion, took the fort, spiked and destroyed the guns, and brought away six vessels with cargoes.

The island of Augusta, on the coast of Dalmatia, and not far from Lissa, surrendered to Captain B. W. Taylor, of the Apollo, and Lieutenant-colonel Robertson, with two hundred and fifty infantry. The same force took Carzolo. They also captured

seven vessels, laden with grain; and retook all the church plate, and other valuable property, which the French of the republican school had shipped to carry away. This was, of course, restored to its proper owners.

In the month of April, Captain James Black, in the Weazle brig, of eighteen guns, discovered a convoy close to the land off the island of Zirona, making for the ports of Tran and Spolatro. Seeing the British vessel in chase of them, they separated; the greater part, with ten gun-boats, bore away for the bay of Roscalini, and at half-past five, A.M. anchored in a line about a mile from the shore, and hoisted French colours, the wind blowing strong at S.E., directly into the bay. At six o'clock, A.M., the Weazle was brought to anchor, with springs on her cable, within pistol-shot, and engaged them for twenty minutes, when the enemy cut their cables, and ran closer in shore. Here they again anchored, and renewed the action: Captain Black cut, and followed. Three heavy guns now opened on the Weazle, and two or three hundred small-arm men from the heights above their heads. The action continued with fury till ten o'clock, when three of the gun-boats struck their colours, two were driven on shore, and one sunk. Four more gun-boats now came down to their assistance, and anchoring outside of the Weazle, obliged her to engage on both sides; but these soon after ran in, and joined the others; and the whole eight, from behind a point of land, whence

their mast-heads only could be perceived from the Weazole's decks, covered her with grape-shot. The day was going hardly with the British vessel, five of her men were killed, and twenty wounded; with difficulty she could man four guns, and keep a few seamen and marines at the small arms; still the gallant Chief continued the fight till three, P.M., although his grape-shot had long been expended. The enemy ceased firing for forty minutes, and then began again, and continued without intermission till half-past six in the evening: the firing now entirely ceased on both sides. During the day, the enemy had received considerable supplies of troops, who kept up an incessant fire upon the Weazole. The sloop was almost a wreck, within a few yards of a lee-shore, not a rope or sail but what was cut to pieces, her masts crippled, many shot in her hull, five between wind and water, both pumps shot away between decks, and with difficulty she could be kept free by constantly baling at both hatchways. Would not many a brave officer have been deemed to have performed his duty nobly, had he, under these difficulties, been content to keep his ship from falling into the hands of the enemy? But Captain Black thought nothing was done while the French flag was flying in his presence. At dark, he sent in his boats, and burned, besides the gun-boats, eight sail of the convoy, bringing out their anchors and cables for the use of the Weazole, and without which she would in all probability have gone on shore, as her own

were shot to pieces. All night the laborious crew were employed in warping their vessel out from the land, from which, at daylight, on the 23d of April, they were distant only one mile, when they were again attacked by the remaining gun-boats, who took a raking position; nor could the broad-side of the Weazle be brought to bear upon them. The whole of this day, and the succeeding night, was passed in warping out.

On the 24th, a battery was still to be passed, and the brig still warping out. This opened upon them about noon, and the gun-boats began again to rake them astern, while musketry from the shore flew thick about them; nor was it till five o'clock in the afternoon of the third day, that the gun-boats ceased firing, and the Weazle was safe out of the bay. Captain Black was himself among the wounded, as was Mr. Whally, his first lieutenant. What might not be expected from such men in a ship of the line?

Captain Charles Adam, in the Invincible, was directed by Rear-admiral Hallowell, to co-operate with Lieutenant-colonel Prevost, in the siege of the Col de Belaguer, on the road between Tortosa and Tarragona. It is situated in a most difficult pass, and the only way by which cannon could be brought into Catalonia, without going round by Lerida. It was at that time armed with twelve pieces of cannon, and surrounded by heights almost impassable, but on which these officers contrived to establish their batteries.

The force intended for the investment, consisted of the riflemen of De Rolles' regiment, and some other light troops, which were landed from the Invincible, on the 3d of June, with four pieces of artillery. These being mounted on the heights, were placed under the command of Lieutenant Corbyn, of the Invincible, who, with a detachment of seamen from the ship, kept up an admirable fire, diverting the attention of the enemy from another party of the besiegers, who had landed five twenty-four pounders. Captain W. F. Carroll, of the Volcano bomb, and the seamen and marines from the ships of war, were incessantly employed in getting the heavy guns up the heights, and completing the breaching battery; and by the evening of the 5th, two eight-inch mortars, and two twenty-four pounders, were brought to the foot of the hill, with a large quantity of ammunition. It was not till the morning of the 7th, that the two mortars began to play, supported by the battery of Lieutenant Corbyn; and at seven in the morning, the Governor, seeing the perseverance of his enemies, surrendered, on condition of being allowed to march out with the honours of war.

The siege of Tarragona, and the progress of the British arms in the neighbourhood of that place, was checked in the month of June; and circumstances of a nature peculiarly unpleasant between the two services occurred, on the embarkation of the British troops. As entering into details on this subject, would naturally lead to a renewal of a

controversy, now happily terminated, we pass over with more than usual precipitation that part of the Peninsular history, trusting to the candour of the future military historian to do justice at least to the exertions of the navy, and particularly to those of Rear-admiral Sir Benjamin Hallowell.

On the north coast of Spain, the enemy continued to lose ground, being forced by the Spaniards and English to evacuate the fortress of Guitaria, together with the castle, town, and port of Passages.

The siege and storming of St. Sebastian, forms one of the most brilliant epochs of the Peninsular war. The British army, in its rapid progress towards the confines of Spain, was forced to reduce this strong hold, which, both by land and sea, was highly important to the cause of the allied armies. The island of Santa Clara, lying at the mouth of the harbour, and close to the town, was stormed on the night of the 26th of September, by a party of seamen, marines, and infantry, under the orders of Captain Cameron, of the 9th regiment, and Lieutenant the Honourable James Arbuthnot, of the Surveillante, assisted by Captain Henderson, of the royal engineers, Lieutenant Bell, of the royal marines, and Captain John Smith, of the Beagle. The only landing place lay under a flight of steps, commanded by a small intrenchment thrown up on the west point, and completely exposed to the fire of grape-shot from the whole range of works on the west side of the walls of the town. This strong and important little post, was

defended by one officer and twenty-four men, who, assisted by the fire from the town, killed two of the assailants, and wounded seventeen, after which they surrendered; and the approaches of the British army, under the Duke of Wellington, were considerably facilitated by this gallant exploit. Breaches had been made in the walls of St. Sebastian, on the 30th of August. On the 31st, two divisions of boats from the ships of war in the bay, having been previously arranged for the purpose, under the command of the Captains Galway of the Dispatch, and Bloye of the Lyra, made a feint to attack the back of the rock, which, as had been anticipated, diverted a great part of the enemy's force from the point really assailed. The sloops of war weighed at the same time, with a slight breeze; and the Dispatch and the boats received a heavy fire from the batteries. As the tide fell, the British troops, under Sir James Leith, advanced to the assault; and, after a murderous struggle in the breach, the town of St. Sebastian was carried. The citadel, into which the garrison retreated, still held out. Among the naval officers most distinguished for their share in this memorable siege, were Captains R. Bloye and John Smith, the Lieutenants the Honourable James Arbuthnot and O'Reilly, of the Surveillante. Ships of the line could not be brought near enough to act with effect, or find safe anchorage. The frigates lay out of gun-shot. The sloops of war and gun-boats only could bring their fire upon the works. The

ships which were employed upon that service were—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Surveillante.....	44	Captain G. R. Collier
Revolutionnaire .....	44	
President.....	44	
Magicienne .....	36	
Andromache .....	32	

[The five frigates at anchor off St. Sebastian.]

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Where stationed.</i>
Sparrow.....	16	Captain Taylor	Off the Bidassoa
Lyra .....	16	— Bloye	{ In the harbour of St. Sebastian
Beagle .....	18	— J. Smith	{ In the harbour of St. Sebastian
Dispatch .....	18	— Galway	{ Off the mouth of the Bidassoa
Challenger.....	16		

Constant gun-brig, Lieutenant Stokes, and Nimble cutter, in the Bidassoa, with some schooners and gun-boats.

The castle of La Motte, or citadel of St. Sebastian, capitulated on the 10th of September, to Lieutenant-general Sir Thomas Graham, after a bombardment from fifty-four pieces of ordnance. One thousand seven hundred men were made prisoners.

The capture of San Sebastian, at that season of the year, was important to the farther operations of the war; and the small but repeated disasters of the French flotilla, from Trieste to the Texel, produced a vast difference in the general result of the Peninsular campaigns.

Fiume, in the Adriatic, from its commercial importance, and military strength, attracted the attention of Rear-admiral Fremantle, who, in the

month of May, collected a squadron to attack the place. The ships were the Milford, seventy-four guns, flag; Elizabeth, seventy-four; Eagle, seventy-four, Captain Charles Rowley; Bacchante, forty-four, Captain William Hoste; and Haughty, gun-brig. The Rear-admiral anchored off Fiume, on the evening of the 2d. The Eagle silenced a battery to which she was opposed, and the signal being made to storm, Captain Rowley, in his gig, led the first division of marines to the attack, and hoisted the British colours on the battery, while Captain Hoste, with the marines of the squadron, spiked the guns of another fort, which had been silenced by the Milford and Bacchante. Captain Rowley, leaving a party of marines to turn the guns of the battery he had taken against those which still held out, with the remainder of his men, entered the town, receiving the fire of the inhabitants and military from the windows and tops of the houses, and a field-piece placed in the centre of the great street. The Lieutenants Lloyd and Nepean, with the marines and seamen, attacked this gun, and the enemy retreated with it until they came to the great square, when they made a stand, taking post in a large house. At this moment Captain J. D. Markland came up, with the boats of the squadron, armed with carronades, and opened his fire on the house, when the enemy fled in every direction out of the town. Captain Hoste joining with his division that under Captain Rowley, the conquest of the place was

complete. The two remaining batteries were taken. The Governor, and every officer and man of the garrison having run away, the public stores, and all the shipping in the harbour, fell into the hands of the conquerors. It should be recorded, that although the place was taken by storm, no violence was offered to the peaceable inhabitants; nor were they plundered of any article of their private property. Ninety vessels were taken, but the smaller ones were restored. Great quantities of ordnance, ammunition, and provisions, were brought away or destroyed. Porto Ré and Ormagro suffered the same fate; and Captain Harper, in the Saracen, sloop of war, took the island of Zapano by surprise, making prisoners the greater part of the garrison. In July, Captain Rowley, with the boats and marines of his own ship, took the fortress of Farasina: the storming party was led by the Lieutenants Greenaway and Hotham, and Lieutenant Lloyd, of the marines. The Honourable Captain Cadogan, in the Havannah, frigate, captured another convoy of ten sail of vessels, under the town of Vasto. This service was conducted by his first lieutenant, Mr. Hambley.

In the month of August, Captain Usher, of the Undaunted, with the Captains Coghlan, Sir John Sinclair, and the Honourable R. Spencer, attacked the batteries of Cassio, near Marseilles, which they took by storm, destroyed them, and brought out from the mole, or burnt, all the ves-

sels they found there. The citadel battery was carried by escalade by Captain Coghlan,\* and the marines, who drove the French before them at the point of the bayonet. Two large gun-boats were taken, and one destroyed, with twenty-five sail of vessels. Captain R. H. Mowbray, of the Repulse, landed the marines, under the command of Lieutenant Harris and Captain Innis of that corps, and took the town of Vernazza, burning five vessels lying in the harbour.

In the same month the Austrians entered Fiume, and established a communication between their army and our squadron.

The small actions in the Adriatic, which occurred so frequently during the latter part of the war, become too numerous to admit of being severally detailed. The boats of the Apollo, Cerberus, and Bacchante, in the course of the summer, nearly annihilated the trade of the gulf of Venice. Rear-admiral Fremantle, who had the command in that division of the Mediterranean, remained in St. George's harbour, in the island of Lissa, detaching and spreading his active cruisers in every direction.

\* It has been stated in the second volume of this work, that Captain Coghlan was impressed into the service. This is incorrect; he was induced to enter into the navy by the persuasion of Lord Exmouth, who, when the Dutton, Indiaman, was wrecked in Plymouth Sound, saw and justly appreciated the merits of this singularly gallant and deserving officer. Captain Coghlan belonged at that time to a merchant-vessel lying at Plymouth, and had been one of the first to get on board the Dutton to save the crew.

The boats of the Cerberus, Captain T. Garth, conducted by Lieutenant John Wm. Montagu, with Lieutenant Nares, attacked eleven gun-boats supported by soldiers on the cliffs, and took two of them by boarding. Captain Hoste, in the Bacchante, chased a large convoy off Guila Nova : these consisted of ten gun-boats and fourteen sail of merchant vessels : they anchored or grounded, and the beach a-stern of them was lined with musketry, and two field-pieces. From these the boats sustained a heavy fire until they were fairly alongside of their enemy, when the crews were driven from the vessels with great loss, and the whole were taken or destroyed.

Rear-admiral Fremantle wrote to Sir Edward Pellew, the Commander-in-chief of the Mediterranean fleet, acquainting him with the fortunate events which had put us and our allies in possession of the coast of the Adriatic. "The Imperial flag," he says, "was flying on the whole coast of Istria, and Croatia was almost entirely up in arms against the French ; Ligne, Porto Ré, and Fiume, had the Austrian flag flying." The Croats in the French army hearing of the success of the Austrians, changed their character, and became our allies. One thousand five hundred were marching with six hundred French troops from Pola to relieve Fiume, when the Croats rose on the French, made them prisoners, and sent them to General Nugent, who commanded the Austrians at Fiume.

The people of Croatia swore never more to admit the French into their country : one hundred and fifty of them in garrison at Lusin spiked the guns, obliged the French commander to pay them their arrears, and then sent the French garrison to Istria, giving up the island of Lusin to the natives and from Lissa to Trieste the islands were nearly clear of the French.

The daring Captain Black, of the Weazle, surprised the garrison of Ragosniza, with the boats of the Milford and his own : he left the ships after dark, when seven leagues from the land, and having passed the sea battery unperceived, landed at the back of the island, and at daylight the enemy heard their cheers, and saw them on the hill above their heads. Captain Black and his men rushed down, took their fort, which was open in the rear, and in which they found six twenty-four pounders, and two seven and a half-inch howitzers. A captain, subaltern, and sixty soldiers, were taken prisoners, and the boats returned to their ships. Captains C. Rowley and Hoste, in the Eagle and Bacchante, took Rovigno, on the 2d of August, destroying the forts, and burning, sinking, or bringing away every vessel in the harbour.

Captain the Honourable G. Cadogan, burnt or took seven sail of gun-boats, and armed merchant-vessels, on the coast of Manfredonia. In the month of November, Captains Harper and Black, in the Saracen and Weazle brigs, landed, and took the

island of Mezzo, near Ragusa. This conquest was effected by the marines and seamen, who, headed by their captains, after infinite labour, mounted some guns (which they carried with them) on the top of a rocky mountain, whence they commanded the castle.

Rear-admiral Fremantle had now by his able measures and active co-operation with Count Nugent, the Austrian general, established the Allies in every strong post on the coasts of Istria and Dalmatia. On the 21st of September he arrived at Capo d'Istria, at the head of the Adriatic, and soon after proceeded to Trieste, leaving the Elizabeth, of seventy-four guns, off Dwino. While the Milford, at Trieste, lay at anchor, with her stern near the shore, the Rear-admiral was surprised by the French opening a masked battery on the ship with a field-piece and a howitzer. Captain Markland got springs on his cables, hove his broadside to the shore, and in a quarter of an hour demolished the battery. A shell exploded on the poop of the Milford, but did no damage. After this, Captain Markland was sent on shore with the marines, and in conjunction with Count Nugent, laid siege to the castle of Izonzo, against which they established two batteries, mounting twelve guns, and from which a heavy fire was kept up the whole day. The enemy was driven from a post called the Windmill, which was immediately occupied by the Austrians.

Captain C. Rowley had advanced a long thirty-

two pounder to within two hundred yards of the Spanza, a strong building with one gun, and loop-holes for musketry, which stood on a hill, with a wall fourteen feet high surrounding it. On firing the first shot from the thirty-two pounder, the ground gave way, and the gun fell six feet below the platform. It was fine to see (says the honest Admiral, in his dispatch) Captain Rowley and his people immediately get a triangle above the work, and the heavy gun with its carriage run up to its place again, in the midst of a shower of grape and musketry, which did considerable mischief, and occasioned severe loss to our brave men; but the perseverance of Captain Rowley was crowned with success. The enemy surrendered the Spanza: and the castle soon followed. This place was very strong, and garrisoned by eight hundred Frenchmen; mounted forty-five large guns, forty mortars, and four howitzers. Thus, by the timely co-operation of the British squadron with the Austrians, these fruitful provinces were liberated from oppression. The British Rear-admiral and the Austrian General, mutually praised each other. The number of British seamen killed, amounted only to ten, and of the wounded to thirty-five. The number of merchant-vessels taken in the harbour was fifty; and Trieste was, by the aid of Britain, once more restored to the house of Austria.

Although the scale of naval war was not extensive in point of numbers engaged, or the force employed, the Adriatic produced in the year 1813

the most interesting scenes, in the display of valour, of resources, and of discomfiture to our inveterate enemy. The islands on the eastern shore of the gulf of Venice are numerous, strongly fortified, and afford excellent anchorage. Bonaparte was aware of the advantages of such a country. The coasts of Istria, Croatia, Dalmatia, Albania, and Greece, supplied soldiers to the French army, seamen to her fleet, and naval stores for her ships of war. From Trieste to Corfu on the east side, and from Venice to the point of Otranto on the west, the trade was carried on with vigour by the enemy, and opposed with the most daring enterprise, and the completest success, by the British cruisers. Of this we have already adduced proofs; but more remain yet to be told.

Captain Hoste, in the Bacchante, whose name has so often appeared in the annals of the Mediterranean, arrived off Ragusa on the 12th of October, where he joined Captain Harper, in the Saracen, and a detachment of troops under the command of Captain Lowen. With this little force Captain Hoste forced the narrow passage between Castel Nuovo and the fort of Rosa, and found excellent anchorage three miles above the first-named place. Captain Harper most gallantly attacked and took the island of St. George, making the whole garrison prisoners. The capture of this post was highly important to farther successes; it commanded the approach to the town of Cattaro, a strong place belonging to the Ve-

netians. The forts of Rosas and Castel Nuovo, in the Bocca de Cattaro, surrendered by capitulation, and the French had nothing left but Fort St. John, about fifteen miles up the river. Into this they retreated with six hundred men.

Farther to the north-west lies the excellent port and castle of Zara, which, in the month of December, surrendered to the Honourable Captain G. Cadogan, in the Havannah, with a sloop of war (not named by the Admiral), and a party of Austrian troops. The castle stood a bombardment of thirteen days from the batteries erected against it by the allies; and in his dispatches, Rear-admiral Fremantle says, "Captain Cadogan, with the crews of a frigate and sloop of war, has accomplished as much as required the services of the squadron united at Trieste."

Two attacks on the enemy's vessels, by British officers and boats from the ships of war, deserve to be recorded. Captain E. S. Dickson, of the Swiftsure, of seventy-four guns, sent Lieutenant William Smith, with the boats of that ship, in pursuit of a French privateer. The enemy was cool and collected, well manned and prepared: he reserved his fire until the boats had begun, when a bloody and desperate conflict of ten minutes terminated in victory on our side, but was purchased with the lives of a gallant officer and four men: four officers and eleven men were wounded. The loss of the enemy was about equal. The name of the vessel was the Charlemagne, of eight

guns, and ninety-three men, stored for a six months' cruise.

Captain E. R. Sibley, of the Swallow, sloop of war, sent his boats under the command of Lieutenant S. E. Cook, in chase of a privateer, off the mouth of the Tiber; and although the vessel ran close under D'Ango, and was supported by numerous batteries, and two gun-boats, they boarded and carried her, keeping her in tow until she was brought out. She was called La Guerrière, mounted four guns and had sixty men.

D'Anzo was taken on the 5th of October, by Captain G. H. L. Dundas, in the Edinburgh, of seventy-four guns, assisted by Captain the Honourable H. Duncan, in the Imperieuse, with the Resistance, thirty-eight, Swallow, Eclair, and Pylades, sloops of war. The ships were brought against the batteries with great judgment, and a storming party landing at the same moment, the enemy fled, after a short resistance, leaving twenty-nine sail of vessels in the mole, which were brought out without any loss: twenty of them were laden with timber for the dock-yard at Toulon. This successful enterprise seems to have been attributed with much justice to Lieutenant Trevers, of the Imperieuse, who, in a very gallant manner a few nights before, had, with a boat's crew, stormed a tower of one gun, and brought away the guard, from whom he acquired the information which led to the attack. Captain William Mounsey, of the Furieuse performed an

exploit of a similar nature at Marinelo, where a convoy of nineteen sail were observed at anchor. This place is about six miles to the eastward of Civita Vechia: here he attacked them, and under the fire of batteries and five hundred troops, brought out fourteen sail, and sank two, with the loss of twelve men killed and wounded. One of these vessels was a gun-boat, carrying a long brass twenty-four pounder, and four swivels: two others were armed vessels; and the rest laden with merchandise.

On the 5th of November, the British fleet under the command of Sir Edward Pellew, had a slight action with that of Toulon. Our ships had been blown off in a gale, and standing in shore towards Cape Sicie. The enemy's fleet of fourteen sail of the line, and seven frigates, was seen coming out with the wind at E.N.E. They were between Cape Bruno and Cape Carcaviene. A sudden shift of wind to N.W. gave Sir Edward Pellew a prospect of bringing their rear to action. The Caledonia, Boyne, and San Josef, were some distance a-head, and would probably have cut off a three-decker with a Rear-admiral's flag flying, but the wind headed them, and they could not fetch nearer than to exchange some distant shot, and the enemy got back into the harbour of Toulon. The Caledonia, San Josef, Scipion, Boyne, Pompée, and Pembroke, had each two or three men wounded: one man was killed by accident. Sir Edward Pellew says, in his public dispatch, that he

should have thought the affair not worth mentioning, had he not been convinced that it would be grossly misrepresented in the columns of the *Moniteur*.

If France was daily losing ground on the continent, she owed it in a great measure to the loss of her fleets. Her coasts, now defenceless, offered an almost unresisting prey to the first invader. Distracted with numerous and incessant calls for assistance, their armies knew not which way to turn. The naval force of Britain, so multiplied and so expert from long practice, had acquired an intimate knowledge of their harbours, their bays, and creeks : our officers knew the depth of water, and the resistance likely to be met with in every situation.

Early in December, Captain Josias Rowley, in the *America*, of sixty-four guns, collected a squadron, consisting of the *Armada*, of seventy-four, *Edinburgh*, of seventy-four, *Imperieuse* and *Furieuse*, of forty-four, *Mermaid*, of thirty-two, and *Termagant*, of eighteen guns. On board of these ships he embarked an Italian levy of one thousand men, commanded by Colonel Catanelli, an officer whose valour appears highly conspicuous amidst the degradation of his country. With this force Captain Rowley attacked *Via Reggio*, landed the troops and field-pieces ; drove the enemy from the town, and took the batteries. Colonel Catanelli pushed to *Lucca*, which he took the same night. Captain Rea, of the royal marines, with forty of

his men, took a strong castle to the northward of Reggio, walled, ditched, and regularly fortified. This place was capable of holding one thousand men. Captain Rowley ordered it to be destroyed, and it was blown up. Colonel Catanelli having returned with his men from Lucca, was attacked on the evening of the 12th by a column of six hundred French troops, cavalry and infantry, from Leghorn. These he completely routed, taking from them three field-pieces and howitzers; killing, wounding, and making many prisoners. Supposing they could reach Leghorn by sea, before this party could return to it by land, Captain Rowley and the Colonel agreed to proceed thither immediately, and arrived on the following day at three o'clock, when a part of their troops and guns were landed without opposition, but bad weather prevented them from getting the remainder on shore. By this time the corps of the enemy, which had been defeated at Via Reggio, having been reinforced, came up, and attacked the marines and seamen of the squadron under the orders of the Honourable Captain Dundas, of the Edinburgh, by whom the enemy was completely defeated; but the attack on Leghorn failed, owing to the strength of the fortifications, and an overpowering French force within the walls: the troops and seamen were therefore re-embarked, during a temporary suspension of hostilities.

In North America, we have at the commencement of the year 1813 one more melancholy action to

relate. It was fought between a British and an American sloop of war, in which the latter was victorious. We shall never attempt to diminish the credit due to an enemy, where no false claim is set up by him. Captain Lawrence was a gallant young officer; but his assertion respecting his *blockading* the Bonne Citoyenne must receive the most formal contradiction. Captain Pitt Burnaby Green, had he had no more than the Hornet to contend with, would have taken her, or perished in the attempt; but his duty forbade his engaging the Hornet, while the Constitution was looking on. The correspondence upon this subject is printed at large in the Naval Chron. 1813, vol. i.

After the destruction of the Java, the Constitution and the Hornet continued till January off St. Salvador, when they separated; and Captain Lawrence says, he was driven from the blockade of the Bonne Citoyenne by a British seventy-four. He next proceeded off Demerara, and on the 24th of February, 1813, fell in with the British brig of war Peacock, of eighteen guns, commanded by Captain William Peake. The force of the Peacock was sixteen thirty-two pound carronades, and two long sixes, with one hundred and twenty men and boys: that of the Hornet was eighteen thirty-two pound carronades, two long twelves, and a complement of one hundred and forty men. This we believe to have been nearly the force of the two vessels: the tonnage about equal. Captain Peake, without a moment's hesitation, brought his enemy to action. The American cap-

tain received him with valour and steady courage, laid the Peacock on board on the starboard quarter, and by a superior fire killed her captain, and about thirty of her men. In fifteen minutes the action was concluded, the Peacock struck, and made the signal of distress. The Americans were very active in saving the wounded; but after bringing both vessels to an anchor, the Peacock went down in five and a half fathoms water, taking with her thirteen of her own crew, and three of the Americans. For his conduct in this action, Captain Lawrence received the merited praises of his countrymen: he was soon after removed to the command of the Chesapeake, that ill-fated ship, the continued source of disaster to her country.

No sooner were these defeats of our frigates and sloops of war known in England, than the government saw where the fault lay, and willing to apply a remedy, flew from one extreme to the other. Our eighteen pound ships being too slight, a heterogeneous body was constructed, a frigate only in name, but not in fact. Such were the Lancaster, the Java, the Leander, and the Newcastle, ships of sixty guns, carrying twenty-four pounders on their main-deck, and having one complete tier of thirty-two pound carronades from stem to stern, along the gangways, quarter-deck, and forecastle. The Majestic, Saturn, and Goliath, three seventy-four gun ships, were cut down and armed in the same manner. In such ships no honour could have been gained by taking the President; and disgrace would have

attached for surrendering to an American seventy-four. They were wretchedly manned, and the guns on their gangways, like one-third of their crew, would have swelled the triumph of an enemy, without contributing to the defence of the ship, in which they were only lumber.

The British navy, depressed by repeated mortifications, had in some measure lost its spirits, and the dissatisfaction expressed in the public journals of the empire produced, as no doubt many of the writers intended, a feeling of discontent and disgust in the bosoms of our seamen. This melancholy impression was removed by the fortunate and gallant action fought on the 1st of June, 1813, between the Shannon, of thirty-eight guns, eighteen pounders, and the American frigate Chesapeake, of the same force in guns, but superior in the number of her crew. Captain P. B. V. Broke, an officer of great good sense and determined resolution, had long been watching the Chesapeake as she lay in Boston harbour, whence Commodore Rogers in the President, with the Congress, another large frigate with twenty-four pounders, had escaped, during a fog, on the 13th of May, passing by the Shannon and Tenedos. Finding the Chesapeake alone remained, Captain Broke detached the Tenedos to cruise off Cape Sable, while he continued close in with Boston, and on the 1st of June, sent in a challenge to Captain Lawrence, of the Chesapeake, to come out and fight him, promising that no other ship should interfere, whatever might be the event of the battle, and requiring the same

pledge from Captain Lawrence. Whether it was in compliance with this challenge, or in obedience to his orders, that the American captain thought proper to put to sea, is uncertain.

The day was fine, with a light air of wind, when the Shannon, with a blue ensign at the peak, stood in towards Boston, exercising her great guns, but without firing. At eleven o'clock the Chesapeake loosed her sails: at twelve o'clock the Shannon was lying to, Cape Anne bearing N.N.E. half E. twelve or fourteen miles. At half-past twelve the Chesapeake weighed, and set royals and studding-sails: at one, the Shannon stood out, under her topsails, to gain a little more offing; the enemy, with fifty or sixty pleasure boats, and a privateer schooner, coming out of Boston roads. At forty minutes past three, the American frigate fired a gun, and hauled up, intimating that she was not to be led farther from the land, on which the Shannon's fore-topsail was laid aback, and the Chesapeake again steered for her. At four, Boston light-house W. by N. six leagues, the enemy still coming out, under topgallant-sails, jib and foresail, having taken in his studding-sails, and sent his royal yards on deck. He had three ensigns displayed; one of unusual size in the main rigging, one at the peak, and one at the mizen-topgallant-mast head: an American jack at the main, and a white flag at the fore, on which were written the words, "Sailors' rights and free trade." At ten minutes past five the Shannon beat to quarters, filled her fore-top-sail, kept her main-topsail shivering, set her jib and

spanker, and was going about two miles an hour. At forty-five minutes past five, the enemy hauled up within two hundred yards of the Shannon's weather-beam, and gave three cheers. On this Captain Broke addressed his ship's company, told them that that day would decide the superiority of British seamen, when well trained, over other nations; and that the Shannon would shew in that day's action, how short a time the Americans had to boast, when opposed to equal force. The two ships being now not more than a stone's throw asunder, the Chesapeake about one point abaft the starboard beam of the Shannon, whose guns were most deliberately and exactly pointed, as the object varied its position, at fifty minutes past five, the action commenced by the Shannon giving her broadside, beginning with the aftermost guns on the starboard side. The enemy passing too fast a-head to receive more than a second discharge from the aftermost guns, the boarders were ordered to prepare, when the Chesapeake, attempting to haul her foresail up, fell on board the Shannon, whose starboard bower-anchor hooked the larboard mizen chains of her opponent. Here a sharp fire of musketry took place between the marines of both ships: when this had lasted a few minutes, the enemy appeared to flinch, and Captain Broke, at the head of his boarders, mounted the forecastle carriagade, and leapt on the quarter-deck of the Chesapeake, followed by Lieutenant Watt, Sergeant Molineux, Corporal Osborne, and the marines. This division was supported by the main-deck boarders

under Lieutenant Falconer, third lieutenant, and Mr. Smith, a midshipman. Captain Broke, followed by about sixty of his people, put to death all that opposed his passage round the gangway, and drove the Americans below, while the bow guns of the Shannon, under the command of Lieutenant Wallis, made dreadful havoc on the main-deck of the enemy. Mr. Comahan, a midshipman of the Shannon, placed himself on her main-yard, whence, with musketry, he killed or wounded nearly all the men stationed in the main and mizen-top of the enemy.

Captain Broke, in the mean time, with the boarders, had cleared the enemy's quarter-deck, though a little impeded by their fire. Our men gave three cheers, rushed forward, and, carrying all before them, united on the forecastle, and drove the crew of the Chesapeake below. It was in making a charge along the larboard gangway, that Captain Broke nobly saved the life of an American seaman who called for quarter; but the villain, suddenly snatching up a cutlass, gave his deliverer that blow on the back of his head, which had nearly proved fatal at the time, and from the effects of which he has never recovered. The Shannon's people instantly cut the miserable man in pieces. The Americans were rallying on the main-deck, when the English made another desperate rush among them; and in fifteen minutes from the commencement of the action, the British flag had supplanted that of America, and the Chesapeake was a prize to the Shannon. While this contest was proceeding, the two ships had separated;

and a small British blue ensign had been hoisted at the gaff-end of the Chesapeake. Lieutenant Watt, first of the Shannon, unfortunately wished to exchange this flag for a large white ensign which he had brought with him for that purpose. The people on board the Shannon perceiving that the firing still continued, and that the blue ensign was hauled down, concluded that the enemy had overpowered the small party of Englishmen then on board. Under this natural but fatal error, they directed their fire at the Chesapeake's quarter-deck, killed Lieutenant Watt, and three of the Shannon's men, and wounded some others; nor was it till the small blue ensign was re-hoisted, that the firing ceased. The crew of the Chesapeake being driven into the hold of their own ship, a marine sentinel was placed over the main hatchway: the Americans treacherously fired up from the hold and killed him. On this, our men poured down a heavy fire on them, until they again called for quarter, and promised to deliver up the offender. The prisoners were now secured and handcuffed on the orlop-deck. Many of them were drunk and riotous, but the others tranquil and well-behaved. At seven in the evening, the pleasure-boats and the privateer which had accompanied the Chesapeake to the scene of action returned to the afflicted town of Boston, where balls and suppers had been foolishly prepared for the anticipated victors, and their British captives. The action was one of the most bloody and determined ever fought between two ships of their class, in so short a time.

The loss on board the *Shannon*, out of three hundred and thirty men, was three officers and twenty-three men killed; Captain Broke, two officers, and fifty-eight men wounded: eighty-seven total. On mustering the crew of the *Chesapeake* on the following day, they found she had begun the action with four hundred and forty men, of whom, the second lieutenant, master, marine officer, some midshipmen, and ninety seamen and marines, were killed; Captain Lawrence mortally wounded: the first and third lieutenants, some midshipmen, and one hundred and ten men were also wounded; making a total of killed and wounded between the two ships of nearly three hundred men, or twenty men for every minute the ships were in action.

The capture of the *Chesapeake* by a ship of the same number of guns, and weight of metal, but inferior in number of men by one hundred and ten, was proof sufficient that all our preceding losses had been solely caused by the encounter of ships unequally matched. Trusting that America and Great Britain will know their true interests too well to be again embroiled, let us conclude by observing that both ships did their duty, though some fault was found with one or two of the officers on board the *Chesapeake*. The *Shannon* and her prize arrived at Halifax on the 6th. Captain Lawrence had died on the 4th, and was buried with the honours of war at that place: the body was taken up a month after, and conveyed, at the express request of the American government, to Boston, where it was again interred.

in grateful solemnity. Captain Broke shortly after returned to England in the Shannon. On his arrival he was created a baronet, and received with every mark of respect. The same valour unsuccessful alongside of the Constitution and United States, was received with coldness and unmerited neglect by all those who were not perfectly acquainted with the merits of the cases, and the relative force of the contending ships.

It was never the wish of the writer of these pages to perpetuate animosity between Great Britain and America; facts are only recorded for the instruction of our successors, and to guard them against a recurrence of similar evils.

The clock-machine and fire-vessels, we admit, were introduced by the English: we disapprove of them, and lament that they were ever used, as adding unnecessarily to the horrors of war. But even these machines were conducted by valour; and though the projector declined exposing his own person, Englishmen were found who could make the coffins fast to the cable, and lay a fire-ship on board the French flotilla before Boulogne. So far the warfare was manly, because a risk was incurred by the assailants. America also, in her turn, used a clock-machine, which had very nearly destroyed the Plantagenet, of seventy-four guns. This was no more than what we had a right to expect, and what was foretold by the Earl of St. Vincent on their first introduction. But these instances can never be pleaded in justification

of the base and cowardly plot by which a gallant young officer, and ten British seamen, belonging to the Ramillies, were blown into the air.

Captain Sir Thomas Hardy, of the Ramillies, was off New London, in June, 1813, when his boats captured a schooner, making for that harbour; the crew had left her. The vessel was brought close to the Ramillies: Sir Thomas Hardy ordered her to be placed alongside of another prize. Lieutenant Geddes, and thirteen men, were in the execution of this order, when, about half-past two, the vessel blew up, and the Lieutenant, with ten of his men, perished; three men only escaped, but were dreadfully scorched. Such was the effect of a wicked and cruel artifice, planned by American merchants of New York, and sanctioned, we fear, by the government. It had been reported, that the Ramillies was short of provisions; they had therefore placed some articles of this description in the hatchway, in hopes the vessel might have been taken alongside. In the hold were stowed several barrels of gunpowder; trains were laid to explode at a given time, by means of clock work. A quantity of arsenic among the food would have been so perfectly compatible with the rest of the contrivance, that we wonder it was not resorted to. Should actions like these receive the sanction of governments, the science of war, and the laws of nations, will degenerate into the barbarity of the Algerines; and murder and pillage will take place of kindness and humanity to our enemies. Every

honourable mind in America will blush for his country, when he reads this account, and detest the authors of such diabolical treachery.

The steam-vessel, called the Fulton (from the name of the inventor), appears to have been a very formidable floating-battery, with the power of loco-motion, at the rate of five miles an hour. Without the aid of masts or sails, she could preserve her position on the quarter of a ship, for any time, in calms or light winds. She had thirty thirty-two pound guns on one deck, her sides were five feet thick, and being covered over like the tortoise's back, bade defiance to the shot of an enemy. For the defence of rivers, and still waters, she answered every purpose; and could have been encountered only by a vessel of similar construction. As she was not produced till after the conclusion of the war, she never came into action; but experiments were made, and her powers appeared to be very surprising.

On the 5th of September, 1813, the Boxer, a gun-brig, commander Captain Samuel Blyth, was captured by an American schooner, of nearly double her force in number of men, and greatly superior in guns and in size. The action was fought off Portland, in the United States. The first broadside from the American killed Captain Blyth, and two of his men; the main-topmast of the Boxer was shot away at the same time; and the enemy being by this means enabled to keep a raking position, the Boxer very soon became a wreck, and a prize to her adversary. The Americans chose to call this a wonder-

ful achievement, and to insist, that the Boxer had one hundred and four men at least. This was inferred also by Commodore Hull (who ought to have known better), because he counted ninety hammocks on board of her; each man in the British navy being allowed two, that he may have a clean one ready to put his bedding into. We have no wish to deprive the Americans of the honour they may claim by this victory; but they certainly on this, and every other occasion of the like nature, greatly overrated the force of their enemies.

The forces on the coast of North America had been augmented in the latter end of the year 1812; a marine battalion, of two thousand men, raised from the ships of war, had been formed and disciplined by their own officers. Rear-admiral Cockburn sailed from Cadiz, in the Marlborough, of seventy-four guns, and arrived at Bermuda in January, 1813; he was shortly after joined by Sir John Warren, and the two Admirals, with the forces under their orders, proceeded to the Chesapeake, which they reached on the 3d of March, up to which period nothing had been attempted against the Americans, beyond cruising off their ports. The manner of carrying on the war was now entirely changed. Surveys were made, and excellent charts procured from American vessels; by which means, our officers soon became very expert pilots. The Rear-admiral, having obtained the consent of the Commander-in-chief, ran into Hampton roads, cleared the James river with his boats, and spread dismay throughout

Virginia. The Constellation, an American frigate, lying at the mouth of the Elizabeth river, waiting an opportunity to get to sea, was forced to return to Norfolk; and the Americans sank a large ship in the channel, to obstruct the passage of our ships.

The Rear-admiral, followed by the Commander-in-chief, in the St. Domingo, next went up the northern branch of the Chesapeake, and took many vessels, some of them armed for war. Having reached nearly as high as Annapolis, he was detached by Sir John Warren, with two frigates, some brigs, and small craft. He carried the Marlborough as high as the depth of water would permit, then left her, and hoisted his flag on board the Maidstone, with Captain Burdett, and proceeded to the upper part of the Elk river, at the head of the Chesapeake: here he destroyed a battery, and a large dépôt of military stores. At French Town, the inhabitants being perfectly inoffensive, and not assisting the soldiers in the defence of the works, no injury whatever was done to them; but it was not always in the power of the Rear-admiral thus to mitigate the horrors of war. The Americans are particularly skilful in the use of the rifle, with which the peasantry and inhabitants of the villages along the shores of the Chesapeake would frequently fire upon our boats; and many of our men being killed by this bush-fighting, the Rear-admiral publicly declared, that whenever the inhabitants, not being military, should so conduct themselves, he should deliver up their towns, farms, and stores, to military execution, and consider the peo-

ple, when in his power, as prisoners of war; but that, on the other hand, every kindness and indulgence should be shewn to such as attended only to their own agricultural or mercantile pursuits. The people of French Town, confiding in these assurances, saved themselves, and their property. Cattle were purchased from the estates, regularly paid for, and sent down to the fleet; and the American farmer was as secure from our depredations, as if he had been a British subject. But the people of the town of Havre de Grace, at the entrance of the Susquehanna, confiding too much in their own strength and valour, fired on our boats as they passed. The Rear-admiral, true to his word, attacked the place in the morning of the 3d of May, with two hundred seamen and marines; and, after a smart skirmish, took their battery, turned the guns against the town, drove the people into the woods, and gave up those houses to plunder, whose owners had taken up arms against us; at the same time, affording security and protection to such as had taken no part in these acts of hostility. The Americans had a large cannon-foundry about four miles from Havre, where they cast guns for their ships of war. This the Rear-admiral destroyed, together with fifty-one new pieces of cannon, and many large depôts of government stores. After giving this memorable lesson to the Americans, and being on shore the whole of the day, on the high road between Baltimore and Philadelphia, the Rear-admiral re-embarked his men, and returned to his ship.

The Americans had collected a small but very mischievous force in the Rappahannock: it consisted of four schooners, of the most superior construction, either for sailing or fighting. They were the Arab, of seven guns and forty-five men; the Lynx, of six guns and forty men; Racer, of six guns and thirty-six men; and the Dolphin, of twelve guns and seventy-eight men. These vessels, all moored in a close line, for mutual support, were boarded and brought out by the boats of the squadron, under the orders of Lieutenant Puckinghorne, of the St. Domingo, who greatly distinguished himself on this occasion, as did the Lieutenants Urmston and Scott, of the Marlborough, Bishop, of the Statira, and Lidden, of the Maidstone.

On the 6th of May, Rear-admiral Cockburn went with his boats to the Sassafras river, on which stand two places, called George Town, and Frederick Town; and having warned the people of what had happened at Havre de Grace, and invited them to be peaceable, he proceeded to attack the forts. The inhabitants joined with the militia in their defence; and, after a smart engagement, were beaten, and the places given up to plunder. These three examples sufficed to convince the Americans both of the power and the clemency of their enemies; and the Rear-admiral had no farther occasion to resort to the cruel necessity. From that moment no country, having become the theatre of war, ever suffered so little from the presence of a hostile army. On the 7th of May, the Rear-admiral rejoined Sir John Warren, who carried

the fleet down to Lynhaven bay, where he left Admiral Cockburn with a squadron to keep up the blockade, and went with the rest of the ships to Halifax.

Returning again on the 19th of June, Sir John Warren brought with him a land force, under the command of Colonel Sir Sydney Beckwith. This consisted of one regiment of infantry, some few marines and artillery, and some companies of Frenchmen, who had been permitted to enter into the British service. With this force, to which were added some seamen from the squadron trained to small arms, the Rear-admiral and Colonel Beckwith made an attack on the town of Norfolk, in Elizabeth river, a well fortified place, containing a naval arsenal, and a government store. The Rear-admiral hoisted his flag on board the Barossa, Captain J. A. Gordon, and anchored off the mouth of Elizabeth river, with three other frigates, some gun-brigs, and smaller vessels. The troops landed on the 22d of June, in the morning, and moved towards Craney Island, a post which it was necessary to take, in order to secure the passage for the ships of war, and to enable them to reach the Constellation. The boats of the squadron, under the command of Captain Pechell, of the St. Domingo, endeavoured to reach and to storm this island ; but being unacquainted with the channel, they grounded on the mud, and became exposed to a heavy fire of grape, which sank three of the largest of the boats, and killed and wounded about ninety men. The rest retreated ; and Sir Sydney

Beckwith declaring that the troops under his orders were inadequate to the undertaking, they were re-embarked, and returned to their ships.

After this unsuccessful attempt upon Norfolk, it was determined to attack Hampton, a fortified town, and military post, on the shore of Hampton roads, opposite to the mouth of Elizabeth river. This was undertaken on the 25th of June, by the Rear-admiral, with the armed boats of the squadron, and Colonel Beckwith, with the troops. The place was taken by a joint attack, after a sharp action; but no great advantage seems to have arisen from it; and the French troops behaved so infamously, that Sir Sydney Beckwith declared, with great truth, that he should feel much stronger without them: accordingly, such as had not deserted to the enemy, were re-embarked, and sent to Bermuda. The Colonel kept possession of Hampton till the 27th, when it was given up to the Americans.

On the 1st of July, Rear-admiral Cockburn shifted his flag to the Sceptre, of seventy-four guns, which had been sent out for him; and the enemy having collected a small naval force at Okrakoke, in South Carolina, he volunteered to go and attack it. Having obtained permission of the Commander-in-chief, and received on board of his small squadron a detachment of the 102d regiment, under Colonel Napier, he sailed on the 3d, and anchored on the 11th of July off the port. There was not depth of water sufficient for a ship of the line, or even a frigate, to approach; the troops were therefore put into the

boats the same evening, and by daylight they had got within the harbour, and so near the enemy's vessels, as to receive from them a hasty though ineffectual fire: they instantly boarded and carried them. One was called the Anaconda, a fine brig, of twenty guns; the other the Atlas, a schooner, of twelve guns. The Chiefs having landed, and collected a supply of cattle and other necessaries from the surrounding country, and got their prizes over the bar, evacuated Okrakoke on the 16th of July, and returned to the Chesapeake, where nothing had taken place during their absence.

It was next decided, to land and take possession of Kent Island, for the purpose of refreshing the troops. With this object, the squadron moved from the entrance of the Potowmac, and ascended the Chesapeake. The Sceptre, gaining the lead, with the Barossa, far outstripped the Commander-in-chief; and at dawn of day on the 5th of August, the Rear-admiral, with a party of the 102d regiment, the marines, and a few seamen from both these ships, had landed, and in a few hours they were in quiet possession of the island. The troops were put on shore, and procured a supply of all those refreshments so necessary to the preservation of their health. They remained here till the 22d, when they were re-embarked, and returned to Lynhaven bay. While we were in possession of this island, our boats made many excursions into the neighbouring creeks and inlets, always returning laden with spoil, or having destroyed some fort or store of the enemy.

On the 6th of September, Sir John Warren sailed with the principal part of the forces to Halifax; leaving Rear-admiral Cockburn in the command of the Chesapeake bay and anchorage.

In the mean time, some events had occurred on the lakes of Canada, which require to be noticed. The naval force employed there was not equal, in some respects, to that of America. The command of the land forces, and the government of the Canadas, were intrusted to Lieutenant-general Sir George Prevost, an officer whose character has been shamefully traduced by party writers; and, by a refinement of cruelty, his memory attacked before the tears of his family were dried up for his loss. The naval force was commanded by Captain Sir James Lucas Yeo, who had the temporary rank of Commodore. The American army had received some severe checks from ours under the command of General Brock and Sir Roger Sheaffe. Commodore Yeo sailed from Kingston, on Lake Ontario, on the 3d of June, to assist the land forces, cut off the supplies of the Americans, and draw their squadron from their port. On the 8th of June, the hostile squadrons met at Forty Mile Creek. Our gun-boats came near enough to drive the enemy from their batteries, and compel them to leave their provisions, guns, and stores: all the American batteaux, with their materiel, were also taken.

On the 8th of August, Commodore Yeo, in the Wolfe, discovered the enemy's squadron at anchor off Fort Niagara. They consisted of thirteen sail;

ours of only six, though much larger vessels. They weighed, and offered battle, which the Commodore gladly accepted ; but before they were well within gun-shot, the Americans fired their broadsides, and sought the protection of their batteries. A breeze of wind, towards the evening, enabled the British squadron to close ; and at eleven o'clock at night, to engage that of the United States. The Wolfe got alongside of the General Pike and the Madison, both which ran away, firing their stern-chase guns, and leaving two of their schooners in possession of the Commodore : each of these mounted one long thirty-two pounder, and one long twelve pounder, with a crew of forty men. The General Pike, which escaped with the Madison, is said to have mounted twenty-eight long twenty-four pounders, and to have had a crew of four hundred men. The enemy retreated after this affair to Sacket's Harbour. Our squadron received no other injury than a few shot through their sails, and some rigging cut away.

The success of the Americans by land was not so great as might have been expected, when the proximity of their resources, compared with ours, was duly considered. In that inclement season, the month of December, the armies kept the field ; and the flotillas on Lakes Ontario and Erie cruised against the enemy.

The American generals Hamilton and Wilkinson, were obliged by the British forces to retreat with loss, both in Upper and Lower Canada. A division of gun-boats, under the command of Captain Pring, of

the royal navy, advanced from Lake Ontario into Lake Champlain, cutting their way through the ice for many miles. Reaching the neighbourhood of Plattsburg, they burned and destroyed the enemy's stores and ammunition, and retired without loss.

The flotilla on Lake Erie was commanded by Captain R. H. Barclay, a young officer, whose courage led him to attempt more than prudence would have justified, under any other circumstances than those in which he found himself: his squadron only half manned, without stores, his men on two-thirds allowance, and not a day's provisions in the port of Amherstberg, where he lay blockaded by an American squadron of superior force. In this critical situation, Captain Barclay, guided by the wishes of Major-general Proctor, with whom he was directed to consult and co-operate, determined to attack the enemy, let the event be what it might. He had been led to expect a reinforcement of seamen from the fleet on the coast, but they did not arrive, and every hour's delay rendered the state of his squadron more desperate. On the morning of the 9th of September, the American flotilla appeared in Put-in-Bay, and Captain Barclay bore up to engage them. A change of wind brought the American squadron to windward, and they came down upon him with a determination to fight. The name of Captain Barclay's ship was the *Detroit*. About noon, he brought the American Commodore to action; two American schooners, with very heavy long guns, engaged him at the same time. The *Queen Charlotte* and *Lady Prevost*.

were cut to pieces by the American schooners. Captain Finnis, of the Queen Charlotte, was killed early in the action, and his death was the forerunner of destruction to the British squadron. Captain Barclay, who, long before this action, had lost an arm, was again severely wounded; and every officer about him being either killed or wounded, it became necessary to surrender both the Detroit and the Queen Charlotte to the United States ship St. Lawrence, Commodore Parry. In number and weight of guns, the two squadrons were nearly equal; but the Americans had every advantage in the number and quality of their men.

Captain Barclay, and all the other officers, were honourably acquitted for the loss of the ships; and great care was taken to reinforce the squadrons on the lakes. On shore we were more fortunate. Fort George capitulated to General Drummond, who, on the 9th of December, took Fort Niagara by storm, with small loss on our side; the enemy had near four hundred men killed, wounded, or taken. Major-general Riall took Black Rock and Buffalo, two strong posts belonging to the Americans, who, in the depth of a Canadian winter, must have deplored the madness of a government which had thus wantonly plunged them into the horrors of war.

A drawn battle, of an unusually desperate character, occurred on the coast of Guinea, in the month of February, 1813, between the Amelia, a British frigate, of thirty-eight guns, commanded

by the Honourable Frederick Paul Irby, and the Arethuse, of the same size, commanded by Commodore Bouvet, a French officer, of great merit. The Arethuse was cruising in company with Le Rubis, a frigate of the same force, off the Isles de Loss, where they had destroyed the Daring, a British gun-brig, and many other vessels. The Tweed, sloop of war, was expected on the coast, with a convoy, and large supplies. As it therefore became the duty of Captain Irby to get sight of the enemy, and draw them off the coast, he sailed from Sierra Leone on the 4th, and on the 6th found both the ships at anchor off the Isles de Loss, with a Portuguese ship, of twenty guns, which they had taken. The Amelia steered for the Rubis; the Arethuse, which was at some distance from her consort, weighed, and closed with her. Unwilling to engage both the frigates, as his own was scarcely more than half manned, Captain Irby stood off to sea for the night, and in the morning he had only the Arethuse in company. Both ships now mutually sought an action, which commenced within pistol-shot, and continued for four hours, the ships sometimes touching each other, the water smooth, and the winds very light; at length both being equally disabled, the Arethuse sheered away, and the Amelia was unable to pursue. The Rubis was expected to join, and had she done so, the British frigate must have fallen. Her first, second, and third lieutenants, with Lieutenant Pascoe, of the

Daring, and forty-seven men lay dead; Captain Irby was severely wounded, as were all his officers, and about ninety-five of his men; making a total of one hundred and forty-five killed and wounded, of a crew of less than three hundred men, exhausted with sickness and fatigue. The carnage on board the Arethuse was equally great; one hundred and fifty was the number stated to the minister of the marine as killed and wounded. The Rubis, it appeared, had run on shore in the Isles de Loss, and was wrecked. Each of these ships had on board a crew of three hundred and seventy-five men.

On the 9th of October, Captain Watkin Owen Pell, of the Thunder bomb, while on his passage from Spithead to the Downs, fell in with a French lugger, off the Owers light. The appearance of the Thunder being precisely that of a merchant-ship, the enemy supposed her to be so, and to favour the deception, Captain Pell steered as if he intended to run on shore. The unfortunate Frenchman fell into the snare: running close upon the larboard quarter of the Thunder, he hailed, and desired her to strike; his decks being full of men, and prepared for boarding, he put his helm up for that purpose, and Captain Pell put his down, giving a broadside, and a volley of musketry; at the same moment the lugger fell on board of the Thunder, and was taken. She was called La Neptune, pierced for eighteen guns, had four-

teen mounted, and had on board sixty-three men, of whom four were killed, and ten wounded. The Thunder had only two men wounded.

Captain Dashwood, of the Snap brig of war, of sixteen guns, had a rencontre with five large French luggers, which, had they supported each other, might have given him some embarrassment. Captain Dashwood very gallantly laid himself alongside of the nearest, and in ten minutes took her. She was called Le Lion, of sixteen guns, and sixty-five men, of whom five were killed, and six wounded.

## CHAP. III.

1. Approaching termination of the war—Disposition and views of the Allies on the frontiers of France, and in Spain—Actions in the Channel between the Niger and Ceres—the Eurotas and Clorinde—The Hannibal takes La Sultane—The Hebrus takes L'Etoile—The Avon sunk by the American sloop of war Wasp—Passage of the Adour—Rear-admiral Penrose follows the army to the eastward, and enters the Gironde—Bordeaux receives the British forces, and the Princes of Bourbon—The allies enter Paris—Napoleon abdicates—Lord Wellington defeats Soult at Toulouse—Sortie from Bayonne—The Regulus, of eighty guns, burned in the Gironde—Lord Amelius Beauclerc and Rear-admiral Sir Harry Neale receive friendly communications from the French at Rochelle and Brest—Louis the Eighteenth makes his public entry into London, and embarks at Dover—His Royal Highness the Duke of Clarence hoists his flag to escort the King of France to his dominions.
2. *Mediterranean.*—Affair off Toulon—Boyne and Romulus—Successes of Admiral Fremantle in the Adriatic—Capture of Genoa—Embarkation of Napoleon on board the Undaunted—His arrival at Elba, and establishment of his government—Treaty of peace between England and Denmark—between France and England and the allies.
3. *South America.*—Capture of the Essex by the Phœbe.
4. *North America.*—Vice-admiral Sir Alexander Cochrane appointed Commander-in-chief—Sails from Bermuda with a body of troops—Arrives in the Chesapeake—Major-general Ross and Rear-admiral Cockburn land in North America—They take Tangier Island, and invite the slaves to join them—March on Washington—Enter it, and destroy the public buildings—Captain J. A. Gordon attacks Alexandria, which surrenders—Rear-admiral Cockburn and Major-general Ross march to attack Baltimore—Battle at the Meeting-house—Death of the Major-general—Retreat of the British forces—Expedition of Sir Thomas Hardy and Colonel Pilkington—of

Sir J. C. Shebroke and Rear-admiral Griffiths—Death of Sir Peter Parker—Affairs on the Lakes—Defeat of British flotilla before Plattsburg, and death of Captain Downie—Retreat of Sir George Prevost—Defence of his conduct—Expedition of Rear-admiral Cockburn to Cumberland Island—Capture of St. Mary's.

5. *West Indies.*—Capture of the *Alcmene* and *Iphigenie* by Rear-admiral Durham—Gallant Action of Captain Lennon, in the *Hibernia*.

IT is a pleasing part of the duty of an historian, after having related the successes of the wicked and unprincipled conqueror, after exposing his falsehood—his deceit—his political wiles, to trace him up to the hour of adversity, to the inevitable retribution, which as surely awaits crime, as darkness follows the departure of celestial light.

The Rhine, no longer the boundary of France, was forced and violated by hostile armies, from Basle to Dusseldorf; the immortal Blucher passed at the fortress of Kaub, so well known to the British tourist. The Emperors of Russia and Austria, and the King of Prussia, met at Basle on the 14th of January, while the respective generals and armies of these monarchs pressed on, and overran the eastern frontier of France. Bonaparte saw his danger, but was too proud to own it.

Hamburg was not yet released from the cruel oppressor, Davoust. The city of Dantzic was evacuated on the 2d of January; the French garrison became prisoners of war, and the place was entered by Duke Alexander, of Wirtemburg, at the head of sixteen thousand Russians and Prussians.

The Crown Prince of Sweden commanded a

powerful army of Russians, Prussians, Swedes, and Danes, this last named power having joined the coalition; the forces of the Prince occupied Cologne, Brussels, Mons, Namur, Avesnes, and Rheims. The British army, under Sir Thomas Graham, acting in conjunction with the Prussian general, Bulow, drove the French into Antwerp with loss. Bonaparte now thought it time to place himself once more at the head of his armies: for this purpose, he arrived at St. Dizier, on the Maine, on the 27th of January.

In Italy, the prospects of Napoleon were still darker. There is no true friendship among the wicked. Murat, a man of low birth, who had been raised by his master to the high rank of king of Naples, now turned against his benefactor, and joined the Emperor of Austria, with forty or fifty thousand men. In the month of January, the Austrian forces occupied both banks of the Mincio. Negotiations for peace had been begun between France and the Allies, but were broken off on the 18th of March.

On the 5th of January, Captain Rainier, in the Niger, of thirty-eight guns, and Captain Pipon, in the Tagus, of the same force, captured off the island of St. Antonio, the French frigate La Ceres, of forty-four guns, and three hundred and twenty-four men, commanded by the Baron de Bougainville. The chase continued for the distance of two hundred and thirty-eight miles. The prize was lately from Brest, and bound on a cruise.

A frigate action, of an interesting nature, was fought in February, 1814, between the Eurotas, a British ship, of forty-four guns, eighteen pounders, and La Clorinde, of the same force. The two ships met on the 25th of the month, in lat.  $47^{\circ} 40' N.$ , and  $9^{\circ} 30' W.$  Captain Phillimore, of the Eurotas, a newly fitted ship, instantly sought a close action with his adversary; and, at five o'clock, passed under her stern, hailed, and gave his broadside. Luffing under her lee, and passing a-head of her, he received that of the Frenchman, which shot away his mizen-mast. Captain Phillimore ordered the helm to be put down, to lay the enemy on board: this manœuvre failed, the wreck of the mast impeding the action of the rudder. The fight continued, and once more the Eurotas raked the enemy, after which the two ships lay broadside and broadside, until twenty minutes past six, when the main-mast of the Eurotas, and the mizen-mast of the French ship, both fell. At fifty minutes past six, the enemy's main-mast, and the fore-mast of the Eurotas, fell; and ten minutes after seven, the French ship slackened her fire, and with her fore-mast standing, succeeded in getting out of gun-shot of the Eurotas.

Captain Phillimore was severely wounded with a grape-shot in the shoulder, in the early part of the action, but kept the deck till the enemy was defeated, and had run away, when he suffered himself to be carried below, ordering his first lieutenant, Mr. Smith, to rig jury-masts, and to make sail

after the enemy. The fore-mast and main-mast, then lying nearly fore and aft the decks, were quickly disengaged from the ship; and before twelve o'clock the next day, this gallant young officer, with a raw ship's company, had succeeded in rigging jury-courses, topsails, staysails, and spanker, had cleared his decks for action, was going six knots and a half, and coming fast up with his enemy, who had not then cleared away any part of his wreck. Victory would probably have declared in favour of the Eurotas; but it was anticipated, by the appearance of the Dryad, of thirty-six guns, Captain Galway, and the Achates sloop of war, Captain Morrison. The French Captain presented his sword to Captain Galway, who very honourably refused it, observing, that that mark of respect was due to Captain Phillimore. La Clorinde mounted forty-four guns, though we should call her no more than an eight-and-thirty: she had three hundred and sixty men, of whom one hundred and twenty were killed or wounded; the Eurotas had twenty killed, and forty wounded.

On the 26th of March, Captain Sir Michael Seymour, in the Hannibal, of seventy-four guns, with the Hebrus, Captain E. Palmer, and the Sparrow brig, of ten guns, fell in with two French frigates, off the Isle of Bas. Both these ships appeared to have been disabled: they separated on seeing our squadron. One was pursued and taken by the Hannibal; she was called La Sultane,

mounted forty-four guns, and had three hundred men. The other, chased by the Hebrus, was brought to action the same night by that vessel, and very gallantly taken after a contest of two hours and twenty minutes. She was called L'Etoile, was of the same size as her consort; and had the same number of men, of whom forty were killed, and seventy wounded. The Hebrus had twelve killed, and ten severely wounded, with some others slightly hurt. Captain William Sargent served as a volunteer on board the Hebrus, and was subsequently promoted to the rank of post-captain for his good conduct.

On the 1st of September, an action was fought off Cape Clear, between the British brig sloop of war Avon, and the American brig of war Wasp, both large class vessels. The American had, however, greatly the advantage in size and number of men, and had two more guns. The action lasted two hours and twenty minutes. The Avon had forty-two men killed and wounded, and was sinking when the Castilian brig came in sight, and after giving the Wasp a broadside, hastened to the relief of the Avon. The Honourable Captain Arbuthnot, her commander, was severely wounded; the first lieutenant, Mr. Prendergast, mortally; and the sloop sank as soon as the last officer had quitted her. The Wasp received comparatively little damage.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>
The Avon . . . .	16 32-pounders and 2 long sixes	120
The Wasp . . .	18 32-pounders      2 long twelves	140

On the 20th of February, the Marquis of Wellington reached the banks of the Adour, where his progress was nearly arrested for want of boats to transport his army across the river. The mouth of the Adour is obstructed by a bar on which the sea breaks with terrific violence. Rear-admiral Penrose had his flag in the Porcupine, of twenty-four guns, and directed the operations of the boats and small craft, attempting to enter the river. At a distance were seen the British troops passing over from the south to the north side, and indicating by the lengthened operation the extreme distress they were in for assistance from the ships of war. Stimulated by every thing which could inspire a Briton, Captain O'Reilly, in a Spanish boat, with a good pilot, made the first attempt: his boat was overset; but with his people he escaped to the shore. Lieutenant Debenham, in a six-oared cutter, succeeded in crossing the bar. He was followed by Lieutenant Cheyne, of the Woodlark, gun-brig, in a Spanish boat, manned with British seamen. After him came Lieutenant Chesshyre, who was the first officer that hoisted the British colours in the Adour. "Many other boats," says the excellent and gallant admiral, "followed in rapid succession; the zeal and science of the officers triumphing over all the difficulties of the navigation." Some lives were lost in this daring but necessary enterprise, more honourable than the best fought action at sea, inasmuch as the motives were more urgent for the success or pre-

servation of the British army. Captain Elliott, of the Martial gun-brig, was drowned, with four of his seamen; Mr. Norman, his surgeon, killed. Mr. Henry Bloye, master's mate of the Lyra, with five of his men, was drowned; and four boats were lost, with all their crews.

Rear-admiral Penrose, in conjunction with the British land forces under Sir John Hope, crossed the Adour below Bayonne, on the 23d and 24th of February, and formed a complete bridge over that river, at the same time that they invested the city of Bayonne. Early in March, Marshal Beresford was ordered by Lord Wellington to move directly on Bordeaux, the first city which openly displayed its reconciliation with the persecuted house of Bourbon. Marshal Beresford having reached the city on the 12th, was met by the loyal inhabitants with every demonstration of joy. The Duke D'Angouleme accompanied the British general; the white cockade was displayed, and Louis XVIII. was proclaimed.

Rear-admiral Penrose followed the motions of this corps, and on the 21st of March, with his flag in the Egmont, of seventy-four guns, he let go his anchor in the Gironde.

Paris was now threatened in her turn with hostile arms and internal commotion. The great day of the 30th of March, laid open her gates to the Allies; and Bonaparte beheld, as the fruits of his ambition and cruelty, his bitterest enemies mount guard at the Tuilleries. On the 2d of April, the

senate declared that Napoleon had forfeited his throne. To this he submitted, and chose the island of Elba as the place of his retreat and seclusion: himself and the empress Maria Louisa were to retain their rank, and to be allowed an income of two millions and a half of francs, about £100,000. The provisional government of Paris offered the throne to Louis XVIII. which he gladly accepted. Thus, after the storms of the revolution, after destroying the altars, thrones, and every ancient and honourable institution, did France suddenly return to reason; and Europe looks back on the frightful scenes, as one awakened from a horrid dream.

While these things were passing at Paris, Lord Wellington pursued Marshal Soult to Toulouse, where the French general shut himself up, ignorant of what had been done at Paris. Round the walls of this romantic city, a bloody and a useless battle was fought on the 10th of April, in which a victory, dearly bought, remained with the Allies. This battle is the more to be lamented, since by a little diligence in forwarding the dispatches, the whole might have been prevented. On the 12th, his Lordship entered Toulouse.

How it happened that neither the Marquis of Wellington nor Marshal Soult, the only generals in France at that time opposed to each other, should not have been made acquainted with the events which had taken place in the capital between the 31st of March and the 9th of April, is a

question which we decline solving. That a courier with common speed might have gone from Paris to Toulouse in three days, with ease, and to Bayonne in about the same time, is certain; yet two murderous battles were fought at these places on the 10th and 14th of April; and it is very probable that the French general in Bayonne (if not Soult also) was perfectly acquainted with the capitulation of Paris.

On the 9th of April, Rear-admiral Penrose acquainted Lord Keith, the commander-in-chief of the Channel fleet, that the Gironde and the Garonne, as high as Blaye, were quite cleared of the enemy's force, the batteries on both sides being either taken or destroyed. When the Rear-admiral entered the Gironde, he drove before him the Regulus, a French ship of eighty guns, and three brigs of war.

The Centaur, of seventy-four guns, arriving soon after to reinforce him, the Rear-admiral prepared to attack the enemy, who had anchored under the protection of the batteries at Blaye. At midnight on the 6th of April, the French ships appeared in flames, and were burnt to the water's edge. Captain Coode, of the Porcupine, reached as high up the Garonne as Pouillac, where his boats, under the orders of Lieutenant Delop, captured and destroyed the enemy's flotilla.

Rear-admiral Lord Amelius Beauclerc, in the Royal Oak, of seventy-four guns, lying in Basque Roads, received a letter from the general of divi-

sion, Baron de Raffiniere, commander-in-chief at Rochelle, stating that, in the name of his division, he had acknowledged his Majesty Louis XVIII. and had hoisted the white flag; and he proposed to the Rear-admiral a suspension of hostilities, until further orders should be received from their respective governments. To this proposal his Lordship immediately assented, as far on the coast as the authority of Louis XVIII. should be acknowledged. Declarations and proposals to the same effect were sent off to Rear-admiral Sir Harry Neale, who lay at anchor with his squadron in Douranenez bay. On the 14th of April, the white flag was displayed at Brest, and a universal declaration in favour of the Bourbons was made throughout France. Sir Harry Neale, under these pleasing assurances, consented to a general suspension of hostilities.

On the 20th of April, Louis XVIII. made his public entry into London. On the following day his Majesty proceeded to Dover, where every preparation had been made for his reception. Vice-admiral Foley, who commanded in the Downs, was instructed to have his squadron in readiness to do honour to the king of France. A scene was now preparing between the two coasts, which, for interest, exceeded any thing of the kind that ever was exhibited in Europe.

His Royal Highness the Prince Regent proceeded himself to Dover, to attend the embarkation. The Duke of Clarence hoisted the Union at the main, on board the Jason, commanded by the

Honourable Captain W. King, to escort the royal yacht to the opposite coast; a squadron of frigates, and sloops of war, was placed under his Royal Highness's directions. Some Russian ships of war also composed part of this memorable and triumphant escort. The Board of Admiralty repaired to Dover, and hoisted their flag on board the Royal Sovereign yacht, which was prepared for the reception of the King of France.

On Sunday morning the King held a levee, at which his Majesty was pleased to confer the order of the St. Esprit, on his Royal Highness the Duke of Clarence.

At one, P. M. the tide serving, the yacht got under weigh, and his Royal Highness the Prince Regent took a most affectionate leave of his Majesty, the Duchess of Angouleme, and the princes of the blood royal, and landed at the pier head.

As soon as the Prince Regent had quitted the yacht, the royal standard of England, and the flag of the Admiralty, which had been flying, were struck. The royal standard of France, surmounted by a British pendant, was hoisted at the main, and saluted with twenty-one guns, by the castle, the batteries, and every ship of the squadron. The Royal Sovereign proceeded to sea, followed by the other yachts, in which the royal family and suite were embarked. As the Royal Sovereign passed the outward pier head, his Royal Highness the Prince Regent, who stood at the extremity, gave the signal for three cheers, which was obeyed

with enthusiasm by his subjects, who thronged every part of the shore. This last mark of affection was received by the royal family of France with unutterable feelings of gratitude and attachment to the prince and the nation.

In two hours and fifteen minutes the royal yacht entered the harbour of Calais, and France received from the British navy the descendant of the Capets, Louis le Desiré. Such was the termination of the great struggle between France and England, which had continued, with the exception of the truce of Amiens, for twenty-one years.

Sir Edward Pellew, who in the month of February was off Toulon, saw in the morning of the 13th, three sail of the line and three frigates, under a rear-admiral, standing to the southward. Captain George Burlton, in the Boyne, of ninety-eight guns, was so fortunate, with every possible exertion, as to succeed in getting into action: he ran alongside of the Romulus, which was an eighty-gun ship, the sternmost of their line. A severe running fight ensued, and so near to the rocks was the enemy driven, that the Admiral, who was close up, saw she could not be stopped without running the Boyne and the Caledonia on shore; he therefore commanded Captain Burlton to desist. The Boyne had two men killed and forty wounded. The French boasted very much of this action; and in 1818, displayed to the author the "celebrated Romulus," lying safe in the basin of Toulon, after her engagement with the British fleet. The

Romulus certainly acquired much honour by the action.

The *Urania*, a French frigate, having been chased into Brindisi by the *Cerberus*, Captain Taylor, of the *Apollo*, sent a message to the municipality, to know in what situation he was to consider the port, as he had learned that the Neapolitan government had joined the Allies; he could not, therefore, understand why protection was afforded by it to this frigate. The French Captain, supposing the *Apollo* was coming into the harbour to attack him, landed his powder, and set fire to his ship; she was entirely consumed. The town of Cattaro surrendered to Captain Hoste, of the *Bacchante*, on the 5th of January, after ten days cannonading from the batteries erected by that officer, and Captain Harper, of the *Saracen*; and the Boca de Cattaro was perfectly cleared of the French intruders.

Captain Taylor, as the last act of his valuable life, took the little island of Paxo; in this he was assisted by Lieutenant-colonel Church, with a small body of troops. Paxo is situated close to Corfu, and was occupied with a view to an attack on that island. Captain Hoste took Ragusa, a very strong place to the northward of Cattaro, which gave the Allies the complete possession of every place in Dalmatia, Croatia, Istria, and the Friuli, with all the islands in the Adriatic. After this conquest, Rear-admiral Fremantle returned to England, and gave the following brief summary of his services in the Adriatic:—

<i>Names of Places.</i>	<i>No. of Guns.</i>	<i>No. of Men in Garrison.</i>	<i>By what Ships taken.</i>
Agosta and Curzola .	124	70	Apollo, Imogen, and a detachment of troops
Zussana .....	..	39	The boats of the Saracen
Fiume and Porto Ré .	97	..	90 vessels, 500 stand of arms, besides military stores, by the Milford, Elizabeth, Eagle, Bacchante, & Haughty
Farrazina.....	5	..	Eagle
Isle of Mezzo .....	6	59	Weazel and Saracen
Ragognizza .....	8	88	Boats of Milford and Weazel
Cittæ Nova .....	4	..	Elizabeth and Bacchante
Rovigno.....	4	..	Tremendous
Pola .....	50	..	Wizard, party of Milford's marines, and 50 Austrians
Stagno .....	12	52	And military stores, by Saracen, and party of Austrians
Lessena and Brassa ..	24	..	Bacchante
Trieste.....	80	600	Milford, Eagle, Tremendous, Mermaid, Wizard, and Weazel, with 1500 Austrians
Cortellazo & Cavalino	8	90	Elizabeth, and a party of Austrians
Four forts at the mouth of the Po, containing	24	100	And 45 brass guns dismounted, by the Eagle, Tremendous, and Wizard, with 500 English, and 2000 Austrian troops
Zara .....	110	350	100 guns dismounted, 12 gun-boats, by the Havanah and Weazel, with 1500 Austrians
Cattaro .....	130	900	Bacchante and Saracen
Carlobago .....	12	150	Bacchante and Saracen
Ragusa .....	158	500	Bacchante, and Austrians under General Multinovitch
Paxo .....	3	122	Apollo
<b>Total .....</b>	<b>824</b>	<b>3298</b>	
<b>Howitzers .....</b>	<b>18</b>		

Captain Sir Josias Rowley, who, for his services in India, had been recently created a baronet, was ordered by the Commander-in-chief to assist in the reduction of Genoa. He received on board his ships Lord William Bentinck, and the forces under his command. On their arrival, they found that Captain the Honourable G. H. L. Dundas, in the Edinburgh, with the Rainbow, and some flotilla, had co-operated with the advance of the British army, joined by a strong detachment of our forces from Sicily. On the 13th, the small vessels drew near the town ; and on the 17th, the whole of them opened their fire, and landed the seamen and marines previously to the storming ; the enemy fled from their batteries, and deserted the whole of the sea line, without the walls, which was instantly taken, and the guns turned upon the place. Things were in this position, when Sir Edward Pellew, with five sail of the line, came to an anchor before the town, and Genoa was again in possession of the British forces. Captain Edward Brace, of the Berwick, of seventy-four guns, and Captain Hamilton, of the Havannah, with Captain Rea, of the marines, and many other officers, were distinguished on this occasion.

The ships and vessels of war taken here were important ; the Brilliant, of seventy-four guns, ready for launching, another of seventy-four guns, not named, in frame, with two brigs of war, of eighteen guns, and two of sixteen. On the 22d of March, Captain Hoste, in the Bacchante, took

possession of Parga, at the request of the inhabitants, who struck the French flag.

On the 12th of April, Captain Brisbane, of the Pembroke, of seventy-four guns, with the Aigle and Alcmene frigates, chased on shore under the guns of Port Maurizio, in the gulf of Genoa, a French convoy of twenty sail of vessels, four of which, with the cargoes of fifteen others, they brought off. The vessels had been scuttled by the crews, and were destroyed by our people.

The few remaining troops and garrisons of France serving in Spain capitulated. On the 24th of March, Ferdinand VII. arrived at Gerona, and on the 6th of April entered Saragossa. About the same time the Pope returned to his dominions.

The unhappy Napoleon, after embracing his eagles, and some few of his military companions, set out from Fontainbleau for the place of his exile, and took the road to Marseilles. Off this port was stationed Captain Thomas Usher, in the Undaunted, of thirty-eight guns, with the Euryalus, Captain Napier.

Captain Usher had been prepared some days before for a change in the south of France. On the night of the 21st of April, when off Marseilles, the illuminated horizon in the N.E. indicated some joyful event. The two frigates approached the batteries, but perfectly prepared for action; the British colours displayed in their usual situations, and the royal standard of France at the main-top-gallant-mast head. Coming within range, a shot

was fired by the French, which struck the Undaunted, but hurt no one. Captain Usher wore, and stood out, hauling down the French flag only: a second shot struck the ship under her counter. The Undaunted was immediately brought within point-blank shot of the battery, which stood on an island, and after a few broadsides, the enemy quitted their guns. A boat was seen rowing out of the harbour, with a flag of truce. The Mayor and municipality had come to inform Captain Usher of the happy change which had taken place, by the appointment of a provisional government, in the absence of the Bourbons; they also apologized for the conduct of the officer in the battery; but this Captain Usher assured them was unnecessary, as he had already done justice to his insulted flag; and to prove that he had the most perfect confidence in the loyalty of the people, he anchored the two frigates under the walls of the town. The Captains went on shore in their barges: when they approached, the people plunged into the water, and taking them on their shoulders, carried them to the Hotel de Ville, while the air resounded with “*Vivent les Anglois.*” In the midst of this affecting scene, Colonel Campbell arrived, and stated, that Napoleon being on his way to the island of Elba, he (Colonel Campbell) requested the assistance of Captain Usher to convey him thither; this, in pursuance of the instructions from Lord Castle-reagh, Captain Usher consented to. Frejus was fixed upon as the place of embarkation, and there

the Undaunted arrived on the 23d of April. About two o'clock, Captain Usher met Colonel Campbell, who conducted him to Napoleon. The Emperor was dressed in a frock uniform, he wore a star, and had a book in his hand : he asked the Captain many questions, as to the anchorage, and other points of nautical information.

While preparing to embark, the Dryad, a French frigate, arrived. Captain Moncabret waited on Napoleon, supposing the Emperor would prefer his ship for the voyage ; but Napoleon informed him that he chose to go in the Undaunted. The French Captain put to sea immediately after this mortifying decision ; and it was arranged, that Napoleon should embark on the following day ; but being indisposed in the forenoon, he ordered his carriage at seven o'clock, at which hour he quitted his hotel, accompanied by Captain Usher, Count Bertrand, and Baron Koëler. The Russian and Prussian Envoys, and Colonel Campbell, followed in their own carriages. It was a bright moon-light night ; the scene was solemnly grand, and deeply interesting ; a regiment of cavalry was drawn up on the beach. When the carriage stopped, the bugles sounded, and Napoleon, stepping out, embraced his friends, then took the arm of Captain Usher, and entered the barge of the Undaunted. The officer who commanded the boat was Mr. Smith, fourth lieutenant of the Undaunted, nephew to Sir Sidney Smith ; he had been a midshipman with Captain Wright, in the Vincejo. The

arrangement of his commanding the boat was accidental, but the coincidence was a strange one. On coming alongside, Napoleon walked up with ease, bowed to the officers on the quarter-deck, and instantly went forward to the forecastle among the seamen, minutely examining every thing, and making many observations, which could not fail to be interesting from a person of his remarkable distinction.

During the voyage, Napoleon spent the greater part of the day on deck, and was not the least seasick ; he looked at the coast of Corsica with intense interest through a telescope, and related many anecdotes of his former days. He wished Captain Usher to go into Calvi, for which port he appeared to be a pilot : he was even playful in his remarks, proposing to Baron Koëler to take a walk with him on the cliffs ; the Baron whispered to Captain Usher, that he knew the Emperor too well to trust him self in his company alone.

Passing the island of Capraja, famous for its anchovy fishery, a deputation came off, requesting the Captain would take possession of the island, which he did. Napoleon talked with the deputies, who were greatly surprised to find him on board an English ship of war.

Elba appearing in sight, the Emperor inquired what colours were flying on the batteries. When within four or five miles of the harbour of Porto Ferrajo, Colonel Campbell, and Lieutenant Hastings, first of the Undaunted, with the foreign

ministers, went on shore as commissioners to take possession of the island, and make the proper arrangements for receiving its future Sovereign.

On the 30th of April, about eight o'clock in the evening, the frigate anchored at the harbour's mouth. A deputation of the inhabitants waited on their Emperor; he was on deck, at his usual hour, and indefatigably inquisitive. At seven, A.M., the Undaunted weighed, and ran into the harbour, anchoring abreast of the town. After breakfast, Napoleon requested Captain Usher to cause two flags to be made by the ship's tailors; they were to be white, with a horizontal red stripe, on the stripe three bees, as the arms of the Emperor. One of the flags was hoisted at one, P.M., and saluted by the Undaunted, and a French corvette lying in the harbour. At two, on the 3d of May, Napoleon landed, and took upon himself the government of the island. He particularly requested, that two officers of the Undaunted, two officers of marines, and two sergeants, might accompany him, and remain on shore. One of the sergeants, selected by himself, slept at the door of his bedchamber. Four hundred men, of his vieille garde, were, by the treaty of abdication, permitted to accompany him in his exile. Not arriving so soon as was expected, he expressed his suspicions that they would not be permitted to leave France; but when he learned that English transports were provided for their reception, his mind was at ease,—a high compliment to the national honour. The

transports arrived early in May. Napoleon was delighted, sent out pilots to meet them, and prepared barracks for the men, and stables for his horses. At seven in the morning, the vessels were secured in the harbour, and the troops landed, under the command of General Cambrone, and were paraded by Napoleon. One half of the Undaunted's crew were sent on board the transports; and at four o'clock, all the horses, carriages, and baggage, were landed, and the transports reported ready for sea. When Napoleon was informed of this, he seemed much surprised, and pointing to some of his own subjects, said, "These fellows would not have done in eight days, what you have done in eight hours; moreover, they would have broken my horses' legs, which, by the expertness of your sailors, have not received even a scratch." Bonaparte dined at seven, after which, he usually walked in his garden with Captain Usher till eleven; his conversation, says the gallant Captain, "was most interesting, and he was in high spirits." Having completed his arrangements, Captain Usher demanded an audience of leave. The Emperor was grieved at the thoughts of losing the Undaunted and her Captain, and used every argument to induce him to prolong his stay, but in vain. When he took leave, the Emperor was visibly affected; the attentions and kindness which he had received from that excellent officer, had evidently wrought a change in the sentiments of Napoleon in favour

of England. Captain Usher rightly conceived, that the duties of hospitality demanded of him every soothing act which could tend to alleviate the afflictions of a conquered enemy, and of fallen grandeur. We must now take leave of Napoleon, while we conclude the history of the war in other parts of the world.

On the 14th of January, a treaty of peace was signed between Great Britain and Denmark, after a war of six years and three months. All the foreign settlements of Denmark were to be restored to her; but the island of Heligoland, at the mouth of the Elbe and Weser, was reserved to the King of England in full sovereignty. The island of Anholt was restored to Denmark. His Danish Majesty consented at the same time to make peace with Russia, Sweden, and Prussia, as the allies of Great Britain, and to furnish ten thousand men towards the common cause; the King of Great Britain paying a subsidy of £400,000. sterling, for the maintenance of them. The King of Denmark bound himself to abolish the slave trade; he was to receive a proper compensation for Norway; and all former treaties between Great Britain and Denmark were to be renewed.

The definitive treaty between England and France was signed on the 14th of May, in the same year. France was to return to the limits of 1792, with some modifications. The course of the Rhine, from the point where it becomes navigable, into the sea, and vice versa, to be free. Holland

was to be placed under the sovereignty of the house of Orange, with an increase of territory. The States of Germany to be independent, and united by a federative bond. Switzerland to govern herself. Italy, beyond the limits of the house of Austria, to be composed of sovereign states. Malta, and its dependencies, to belong to his Britannic Majesty.

The eighth article of this treaty was the most remarkable, as relating to colonies. All those taken by us from France were to be restored, as they stood in January, 1792, with the exception of Tobago, St. Lucie, the Isle of France, Roderigue, and the Sechelles. The Spanish part of St. Domingo, ceded to France by the treaty of Basle, was to be restored to his Most Catholic Majesty. Sweden restored Guadaloupe, and Portugal French Guayana, to France. France engaged to erect no fortifications in India, and only to place in her establishments such a number of troops as would secure the maintenance of the police. France to have the right of fishing on the banks of Newfoundland.

The fifteenth article particularly refers to the division of the ships and naval stores found in the arsenals of such maritime places as should be restored by the second article of the convention of Paris. By this article, the ships of war and naval stores were to be divided between France and the country in which the said places are situated; two-thirds to France, and one-third to the power anti-

tled ; but this article was not to extend to such places as were in the power of the Allies before the 23d of April ; and the vessels and arsenals belonging to Holland, particularly the fleet in the Texel, were not included in this article ; Antwerp to be thenceforward solely a commercial port. The King of France, by one of the additional articles of the treaty of Paris, engaged to use his utmost endeavours at the then approaching Congress, to procure the abolition of the slave trade. The reader is here only offered an outline of this celebrated treaty, as far as it relates to maritime and commercial rights ; but the whole is worthy of perusal, as being conceived in terms more congenial to the love of peace, and the genuine spirit of Christianity, than any on record. We will not claim exclusive merit for our beloved England ; but we will venture to say, that since the records of men were committed to parchment, no nation ever shone with more resplendent lustre than Great Britain at the treaty of Paris. Peace was proclaimed in London on the 17th day of June, 1814. The Allies were all included in the general pacification.

Captain David Porter, in the Essex, American frigate, who had been very successful in his depredations on our trade in the northern hemisphere, had gone round Cape Horn, in 1813 ; and Captain Hillyar, in the Phœbe, of thirty-six guns, with Captain Tucker, in the Cherub sloop of war, of eighteen guns, had long been in search of him off Valparaiso, a Spanish port, and open roadstead,

where the most rigid neutrality was enforced by the government; and as Captain Porter was sensible of the superiority of his enemies, he kept his ship very close to the batteries.

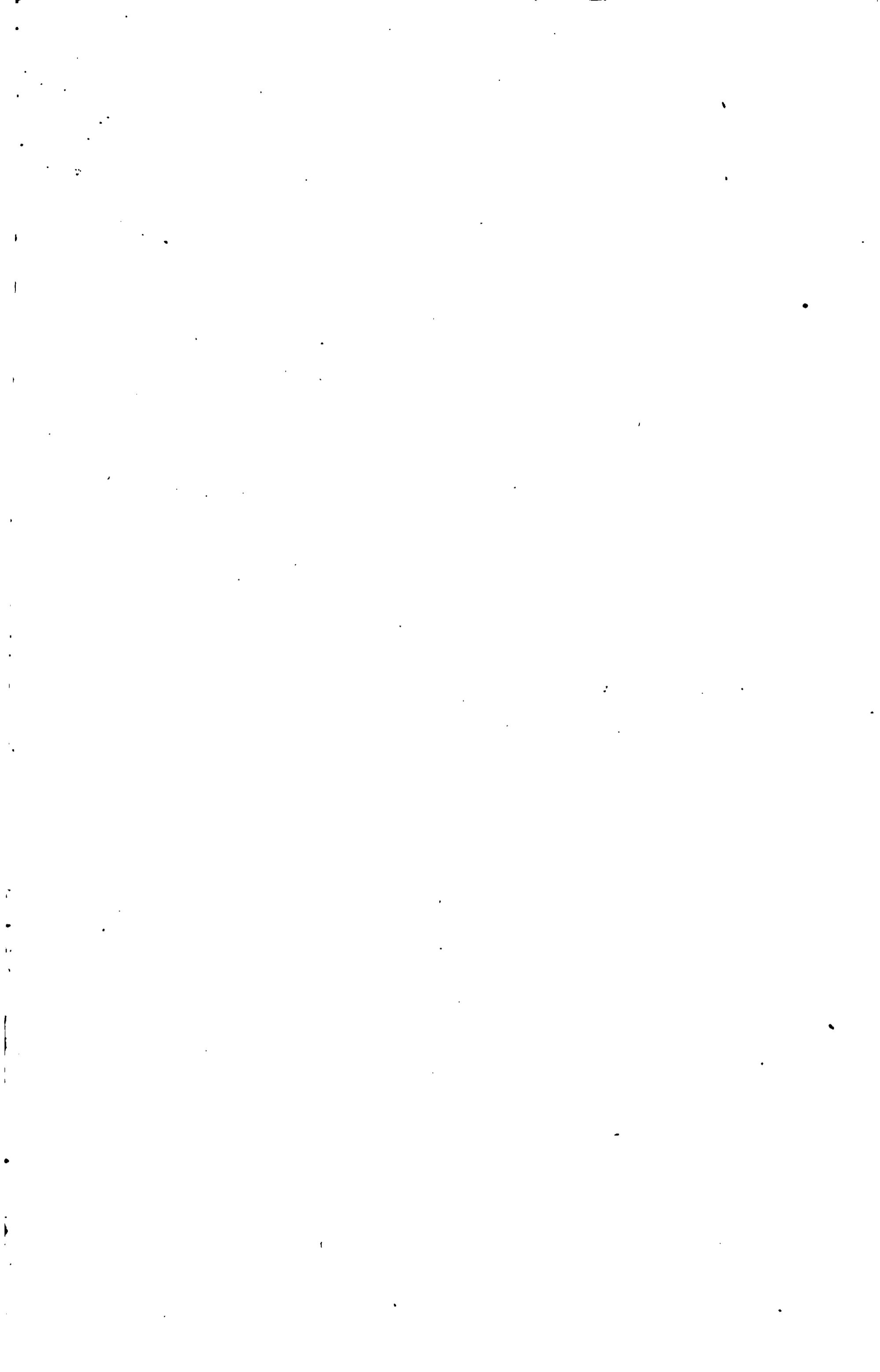
Captain Hillyar had nearly five months of anxious search for the Essex. At length he got sight of her in the road of Valparaiso, and six weeks more were passed in watching her movements. On the 28th of March, the American frigate got under weigh, with the hope of escaping from a long and involuntary confinement. The Phœbe and Cherub chased; the Essex, endeavouring to weather them, carried away her main-topmast, and anchored very close to the shore, beyond the limits of neutrality. Strong and baffling winds for some time prevented the Phœbe coming to close action. Having got springs on his cables, Captain Hillyar made the signal to Captain Tucker to keep under weigh, expressing at the same time his own determination of anchoring alongside of the enemy. At thirty-five minutes past five in the evening, the action began, and lasted until twenty-five minutes past six, when the American being disabled, struck her colours. Captain Porter's conduct was perfectly honourable: he defended himself against a very superior force; his ship was twice on fire, and many of his crew in this extremity jumped overboard. The number on board the Essex at the commencement of the action could not be ascertained, as no ship's books, nor any papers, except charts, were found on board of her. Captain

Porter stated that his crew amounted to two hundred and sixty. Captain Hillyar received on board one hundred and sixty-one prisoners, of whom forty-two were wounded; twenty-three were found dead on her decks: the others escaped to the shore, or were drowned in the attempt. The Phœbe had her first lieutenant, Mr. Ingram, and three men killed, and seven wounded: the Cherub had one killed and three wounded, among them Captain Tucker. The Essex arrived safe in England, under the command of Lieutenant Pearson, second of the Phœbe, who was promoted to the rank of Commander.

Rear-admiral Cockburn returned to the coast of North America. The Sceptre being found defective; he shifted his flag to the Albion, of seventy-four guns, and went to the Chesapeake, where he learned that Vice-admiral Sir Alexander Cochrane had been appointed to succeed Sir John Warren as commander-in-chief in North America. Sir John was recalled; and the Newfoundland and West India stations were restored to their former arrangements.

Sir Alexander Cochrane, in notifying his appointment to Rear-admiral Cockburn, directed him to get possession of some island in the Chesapeake, which might serve at once as a place of arms and refreshment for the troops, and where our ships of war, and their prizes, might ride in safety, and obtain fresh water.

When the British army under the Duke of Wellington, had marched in triumph from the banks



SIR GEORGE COCKBURN, G.C.B.

MAJOR GEN<sup>T</sup> OF MARINES.

Drawn & Engraved by Charles Turner

FOR CAPT BREWSTER'S NAT<sup>H</sup> HISTORY



London Published Feb<sup>r</sup> 1825 by J. Turner 50 Warren Street, Pittoresque Square

of the Adour to the Gironde, he was enabled to spare a detachment, consisting of the 4th, 44th, and 85th regiments of infantry, with some pieces of artillery. These were embarked from Bourdeaux, and received on board a squadron lying at the mouth of the Gironde ready for their reception. The ships were, the Royal Oak, of seventy-four guns (on board of which the flag of Rear-admiral Pulteney Malcolm was flying); the Dictator and Diadem, of sixty-four guns each, but armed ‘en flûte;’—the frigates Pomone, Menelaus, Franc Weser, and Thames; the Meteor and Devastation, bomb-vessels, and one or two gun-brigs, with several store-ships and transports. The military were under the command of Major-general Ross: they left the Gironde on the 2d of June, and on the 24th, arrived at Bermuda, where they joined Sir Alexander Cochrane in the Tonnant, of eighty guns, who was waiting to collect the fleet. On the 80th they were augmented by the arrival of the fusileers, a very fine battalion, mustering nine hundred strong. A squadron of six frigates, from the Mediterranean, arrived on the same day, with the 21st, 27th, and 62d regiments: the two latter destined for Canada; the former for a reinforcement to General Ross, who now had about three thousand five hundred men. The fleet sailed from Bermuda on the 3d of August, and reached Cape Charles on the 14th. On the following morning they came to an anchor within the bay of the Chesapeake.

This was one of the most eventful periods of that impolitic war in which the Americans had been so blindly and so rashly plunged. The slave population of Virginia amounted to about three millions five hundred thousand, of whom a seventh part, at least, might be supposed capable of bearing arms ; and as many of them were known, and others suspected, to be ready to rise against their masters, they were worse than an open enemy in the heart of their country. A proclamation issued and circulated by and with the emissaries of the Commander-in-chief, invited them to join the British standard, and throw off the yoke of slavery. Tangier Island was selected by the Rear-admiral for his rendezvous. He anchored the Albion within pistol-shot of the shore, took possession, erected fortifications, built storehouses, and hoisted the British flag, to which the negroes and people of colour flocked in considerable numbers ; about one thousand seven hundred were collected, and instructed in their duty by the officers of marines, and soon became very useful to us. These services, however, were not gratuitous. At the treaty of Ghent, their emancipation was one of the most serious grievances complained of, and it was agreed that the question should be referred to the Emperor of Russia, who awarded £250,000 as a proper remuneration to the proprietors.\*

The activity and enterprise of Rear-admiral

\* See the speech of the Right Honourable Frederic Robinson, in the House of Commons, on the 28th February, 1825.

Cockburn, kept the shores of the Chesapeake and its tributary streams, in a constant state of alarm. The Captains Barrie, of the Dragon, J. A. Gordon, of the Barossa, and George Burdett, of the Maidstone, pursued the American flotilla under Commodore Barney up the Patuxent, and forced the Americans to burn them all. On the 15th July, the Asia, of seventy-four guns, arrived with some troopships, and a battalion of royal marines. This enabled the Rear-admiral to vary his attacks, to prevent the enemy from combining on any given point, and finally to defeat, wherever he met with them. At the same time he conducted himself with the greatest kindness towards the peaceable inhabitants, gained their good-will, and had not one man on his missing list,—a fact almost incredible, and without example in an enemy's country. The forces under Major-general Ross, not amounting to four thousand men, were considered unequal to any farther operations; but Rear-admiral Cockburn having shewn what he had done with five hundred marines and seamen, through an extensive portion of the countries of Virginia and Maryland, it was agreed that the army should land on the shores of the Patuxent, and that the Rear-admiral should accompany the Major-general. Having ascended the river as high as Benedict, beyond which there was not water for ships of war, General Ross landed on the right bank; while the Rear-admiral, with his boats and small craft, followed up the stream.

The Rear-admiral and the Major-general agreed to march directly to Washington. Reaching Bladensberg on the 24th, the enemy was discovered, drawn up on a hill on the opposite side of a river which runs by the lower part of the town. Our men crossed the stream, against a heavy fire of cannon and musketry, and steadily advanced towards the top of the hill, on the centre and flank of the Americans, who fled, leaving on the field most of their cannon and wounded men. After giving their people a short time for refreshment, the chiefs again put them in motion, and entered Washington the same evening, where their arrival was so unexpected, that the dinner-table was laid at the President's house for the entertainment of a large party. A little musketry from one of the houses in the town, which killed the General's horse, was all the resistance they met with. This was quickly silenced; the house burnt; and the people within it put to death; and highly to the honour of the victors, this was the only instance of severity, or injury to private property. The troops were withdrawn from the scene of temptation: detachments were immediately sent to destroy all the public works and stores. These were, the arsenal, with two hundred pieces of cannon, and an immense quantity of small arms and ammunition; a frigate of the largest class, ready for launching; a sloop of war; a stock of timber, for the construction of ships of the line; the President's house, the barracks, and the dock-

yard. These were all consigned to the flames, or rendered useless, on the nights of the 24th and 25th of August; and it was calculated that the American government sustained a loss of near four millions sterling.

While these transactions occupied the attention of Mr. Madison in the capital, Captain James A. Gordon, in the Seahorse, of thirty-eight guns, with Captain Napier, in the Euryalus, of thirty-eight guns, and three bomb-vessels, ascended the Potowmac, a distance of fifty miles: after the most incredible labour, the bombs reached the town of Alexandria, into which they threw their shells. The garrison retreated. Captain Gordon proposed the terms on which he was willing to spare the town from the fate of Washington. They were thankfully accepted. The forts were destroyed, with all their artillery; the shipping, with all the merchandise, brought away; and the squadron retreated with twenty-two prizes deeply laden.

When passing the flats and intricate navigation of the Potowmac, the squadron met with many obstructions, which were surmounted, and served only to display the professional character of Captains Sir Alexander Gordon, Napier, H. L. Baker, Alexander, Bartholomew, Keenah, and Roberts, who commanded the frigates and bomb-vessels.

The terms dictated by Captain Gordon, to the town of Alexandria, and enforced to the very letter, are here offered as a model for future negotiators.

1. All naval and ordnance stores, public or private, must be immediately given up.
2. Possession will be immediately taken of all shipping, and their furniture must be sent on board by the owners without delay.
3. The vessels, which have been sunk, must be delivered up in the state they were in on the 19th of August, the day the British squadron passed the "Kettle Bottoms."
4. Merchandise of all descriptions must be immediately delivered up; and to prevent any irregularities, the merchants have the option of loading the vessels generally employed for that purpose, and they will be towed off by us.
5. All merchandise which has been removed from Alexandria since the 19th instant, to be included in the above article.
6. Refreshments of every description to be supplied to the ships, and paid for at the market price, by bills on the British government.
7. Officers will be employed to see that Articles 2, 3, 4, and 5, be strictly complied with; and any deviation, or non-compliance, on the part of the inhabitants of Alexandria, will render this treaty null and void.

(Signed)

J. A. GORDON, Captain, &c.

At a meeting of the Common Council of Alexandria, on the 29th day of August, 1814, it was resolved, that these terms should be accepted.

While Captain Gordon was advancing up the Potowmac, our army was retreating from the flames of Washington. On rejoining the Commander-in-chief, Rear-admiral Cockburn expressed an opinion that the forces should proceed without loss of time to Baltimore. This proposal was at first rejected, but afterwards, on receiving certain information, it was agreed to, and the fleet, led by the Rear-admiral, reached the mouth of the Patapsco on the 11th of September. The ships and vessels of light draught of water anchored near the

point of attack. On the morning of the 12th, the troops were landed, and marched directly to Baltimore. No opposition was experienced for the first five or six miles, though it became evident that the enemy was in a state of activity and alarm, as intrenchments were found newly made, and abandoned.

The Major-general and the Rear-admiral, with some officers well mounted, and the advanced guard of about sixty men, had left the army at some considerable distance, when the Rear-admiral observed, that this was not at all conformable to the practice of their former enterprises, which had been crowned with complete success: in Maryland and Virginia, they had always kept the troops collected, leaving only the flank companies to spread into the woods. Feeling the force of this observation, the Major-general halted, to give the columns time to close. At this moment the enemy concealed in the woods, opened a brisk fire of musketry on the advanced party. Nothing now remained but to push on without hesitation, and return the fire: this was done, and so nobly, that the Americans fled in all directions; but one of their last shot mortally wounded the gallant General Ross, who died soon after on the field of battle. The Rear-admiral instantly sent notice of this event to Colonel Brock, who succeeded to the command of the troops, and joined the advance, which still retained its position. The little army again proceeded, until they discovered the enemy

drawn up behind a large range of thick palings, about breast-high. While dispositions were making to attack them, they opened a fire upon the English with field-guns. This discharge produced no effect on our men, who formed into line, while a division of light troops, detached from their right, took a circuitous route to fall upon the left flank and rear of the enemy. The British forces, composed of soldiers, sailors, marines, and armed negroes, and led on by an admiral and colonel, advanced gallantly to the attack. The Americans kept up a heavy fire until our men reached the palings and began to break through. At this juncture the flank company had found their way to the left and rear of the enemy, who made no farther resistance, but threw down their arms and ran, leaving their artillery, and many men killed and wounded. This, which was called the battle of the Meeting-house, was a decided victory; and had our army consisted of ten thousand men, it would have ended in the capture and destruction of Baltimore. To this place our little army advanced: they found it strongly defended and fortified; but notwithstanding these obstructions, it was determined to attack it. In the evening, however, a dispatch from Sir Alexander Cochrane discountenanced the attempt, and without commanding, very prudently recommended, the retreat of the forces. The Commander-in-chief, it soon appeared, had other and more extensive views.

Captain Coote, of the Boxer, gun-brig, conducted

the boats of La Hogue, of seventy-four guns, the Endymion and Maidstone frigates, up the river of Connecticut, on the 7th of April, destroyed five thousand tons of shipping, three large privateers, ready for sea, a number of boats, and a quantity of naval stores.

Sir Thomas Hardy, in the Ramillies, with Lieutenant-colonel Pilkington, captured Moose Island, and all the other islands in Pass Maquady Bay.

Captain the Honourable Charles Paget, of the Superb, of seventy-four guns, having learned that a ship and brig were lying at a place called Wareham, in Buzzard's Bay, sent his boats, under the orders of Mr. James Garland, his first lieutenant, supported by the Nimrod, sloop of war, as far as the depth of water would admit. Lieutenant Garland burnt two thousand five hundred and twenty tons of shipping, chiefly new, and a cotton manufactory, valued at half a million of dollars.

In the month of September, Major-general Sir John Cope Sherbrooke, the Governor of Halifax, and Rear-admiral Griffith (now Colpoys), attacked the enemy's settlements on the Penobscot; they blew up the fort of Castine, destroyed the batteries, burned the John Adams, a ship of war of twenty guns, took some prizes, and returned without loss to Halifax.

Vice-admiral Sir Alexander Cochrane, in September, sent Captain Sir Peter Parker, Bart. in the Menelaus, frigate, up the Chesapeake, to make a diversion above Baltimore. In the zealous per-

formance of his duty, that gallant young officer landed, to attack a force much superior to his own, and in the moment of victory, received a musket-ball in the femoral artery, which caused his death in a few minutes. He was the grandson of the late Admiral Sir Peter Parker, so long and so justly beloved in the naval service.

The fort of Machias, with twenty-four pieces of cannon, was taken by Captain Hyde Parker, in the Tenedos, frigate, assisted by Lieutenant-colonel Pilkington.

In the month of September, our flotilla on Lake Champlain, received a severe defeat from that of America, under their strong batteries of Plattsburg. The British vessels employed on this service were, the Confiance, of thirty-six guns, Captain Downie; the Linnet, of eighteen guns, Captain Pring; the Broke, of ten; the Shannon, of ten; and twelve gun-boats. As the army under Sir George Prevost, advanced to the attack of the fort, he requested the co-operation of the navy, which, as usual, was most readily granted. Captain Downie, a very distinguished young officer, had fitted his ship with an expedition truly surprising. On the day of the action she had only been sixteen days off the stocks. Not only his ship, but every other of the British vessels, were only half manned, and by people who, in many instances, had not been more than one or two days on board. Stores of every description were wanting. Captain Downie conceived it his duty to commence an attack on a

superior force lying at an anchor, and bore up for that purpose. At seven o'clock in the morning of the 11th of September, the action began, by the Americans firing on our vessels as they approached. Captain Downie reserved his fire. Calms and baffling winds prevented his gaining the position he intended: and after two of his anchors were shot away from his bows, he was compelled to let go a third, at an inconvenient distance from his opponent. The action was fought out of gun-shot from the shore, and Captain Downie was killed.

Captain Pring, in the Linnet, who succeeded to the command, when Captain Downie fell, performed his part admirably; he continued the action until his first lieutenant and the greater part of his men were killed or wounded, and the Confiance had surrendered; when finding it impossible to escape, and useless to contend, he gave up his ship to the United States' ship Saratoga.

The force of the Americans consisted of the ship Saratoga, mounting eight long twenty-four pounders, twelve thirty-two pounders, and six forty-two pounders; brig Eagle, eight long eighteens, twelve thirty-two pound carronades; schooner Ticonderago, four long eighteen, ten twelve, and three thirty-two pounders; cutter Preble, seven long nine pounders; six gun-boats, one long twenty-four, one long eighteen pound carronade; four gun-boats, one long twelve, one eighteen pound carronade.

The Confiance had her captain, two officers, and

thirty-eight men killed ; one officer and thirty-nine men wounded.

The Linnet had two officers and eight men killed ; one officer and thirteen men wounded.

The Chub, six men killed ; sixteen wounded.

The Finch, two wounded. Total, one hundred and twenty-nine.

Sir George Prevost seeing the fall of the little squadron, retreated with his army from before Plattsburg. Commodore Yeo, in his letter to the Admiralty, reflected on the General, for having pressed the squadron prematurely and unnecessarily into action. Sir George, wishing to defend himself from this charge, resigned the command in Canada, and returned to England in the most inclement season. On his arrival, he demanded a court-martial, which was ordered at Winchester ; but his death put an end to any farther investigation ; and Sir James Yeo did not long survive him. It is, however, but justice to the memory of Sir George, to say, that he did not press the squadron to go into action ; and that as soon as he saw the battle decided against us, a result which he had not the means of preventing, he rightly considered that storming the fort, and entering the enemy's country, would only have weakened his army by desertion, without the hope of doing any injury to the Americans.

In retreating from before Baltimore, we observed that the Commander-in-chief had other views, in addition to those connected with the safety of the

army. The Admiral had received directions from home, to undertake an expedition against the American settlement of New Orleans, on the Mississippi. This attack had been suggested by Sir Alexander Cochrane, at the time, it would appear, when his Majesty's ministers had thoughts of a similar nature. The object was to form a powerful diversion in the south, to relieve the Canadas in the north. Rear-admiral Cockburn was at the same time to attack Cumberland Island and St. Mary's, on the eastern shore of the Floridas, so as to draw the American army from the Mississippi to the sea-coast on the Atlantic. The combination was ably planned; but partly failed in the execution, from causes which could not have been foreseen by the Commanders-in-chief.

Sir Alexander Cochrane sailed from the Chesapeake on the 19th of September, 1814; and the Rear-admiral went to Bermuda to re-victual and refit his ships: here he arrived on the 26th of October. On the 26th of November he had completed all his repairs, when he sailed again in the Albion for the Chesapeake. On his arrival, he collected all the force he could spare from the duty of the blockade, to attack the town of St. Mary's, the southernmost settlement of the Americans in South Georgia. On the 18th of December, the squadron left the Chesapeake. The rendezvous given out was Cumberland Island. Captain Barrie, of the Dragon, had charge of the troop-ships and transports, on board of which were embarked the

marine battalion, the regiment of refugee American negroes, and a corps of marine artillery. In their course to the southward, the Rear-admiral chased and examined every thing he saw, with the view to gain intelligence. This delayed him; and the Dragon, with the convoy, reached the point of destination before the Albion. On his arrival off Cumberland Island, he found the Dragon, and learnt that the marines and black troops had already landed, under the authority of Captain Somerville, of the Rota frigate, who had been ordered to join the expedition with two companies of the 2d West India regiment.

Rear-admiral Cockburn instantly landed, and found the British troops already in possession of St. Mary's, which they had taken after a smart action near Point Peter. The whole force did not exceed nine hundred bayonets: the guns of the ships of war were useless from the shoalness of the water. With this force, the Rear-admiral continued to keep the American army in check, while he completely cleared the great commercial town of St. Mary's of all its merchandise and military stores, which he shipped on board the vessels he had taken in the port. When this work was finished, he received an official communication from Sir Alexander Cochrane, stating the entire failure of the New Orleans expedition: deeming therefore St. Mary's no longer an object of any importance, he blew up the works, and evacuated the place, repairing with his prizes to Cumberland

Island, of which he took possession; as also of St. Simon's, and other fertile islands, which border this part of the coast.

The conclusion of the expedition to St. Mary's, for the sake of perspicuity, is deferred until after the history of the attack on New Orleans, which will be the subject of the next chapter.

Towards the latter end of the year 1813, Rear-admiral (now Sir P. C. H.) Durham, sailed for Barbadoes, in the Venerable, of seventy-four guns, to take upon him the chief command on that station. He had the Cyane, of twenty-four guns, with him; and with the good fortune peculiar to him, he captured, on the 1st of December, the Junon, a French letter of marque, of two hundred and twenty tons, and fourteen guns, with a valuable cargo of silks, wines, and other articles. Proceeding with this vessel on his voyage, on the 16th of January, the Cyane discovered two frigates, to which the Venerable gave chase, and at sun-set having left the Cyane far astern, the Rear-admiral was so near one of the frigates, as to hail, and command her to strike. This the Frenchman declined doing, but putting his helm up, ran with all sail set, on board of the Venerable. She was instantly boarded by Captain Worth, and one hundred men, who hauled down the French colours, killing thirty-two, and wounding fifty, of the crew. She proved to be the Alcmene, of forty-four guns, and three hundred and fifty men. Her consort escaped but for a few hours. Captain Forrest, of

the Cyane, pursued and led the chase, until the Venerable had taken out the prisoners, and repaired her damages. The Rear-admiral then made every possible sail on a W.N.W. course; and having run one hundred and fifty miles, he again got sight of the enemy, which, after a chase of nineteen hours more, he came up with, and captured. She was called L'Iphigenie; and was of the same class and force as the Alcmene. Both ships were perfectly new; they had sailed together from Cherbourg, in October; and were victualled for a six months' cruise. The Captains Forrest and Worth, are spoken of by the Rear-admiral in terms of much approbation.

The two French captains, it appeared, had agreed to lay the English line-of-battle ship on board at the same moment. One of them only had the resolution to execute this bold manœuvre, but gained nothing by it. A British ship of the line is at all times difficult to get into; but when her men are at their quarters, and her marines on the poop, it must be a great act of temerity in any two frigates to make the attempt. We think the French will never repeat the experiment.

In the conduct of the masters of our merchant ships, we trace the inherent spirit of Englishmen. The actions of some of these brave men, during the late war, would fill a volume, and, we doubt not, afford much valuable instruction, as well as amusement. The following instance of heroism will be found not unworthy a place in the naval history of Great Britain.

Mr. John Lennon, master of the ship Hibernia, of London, bound to St. Thomas's, in the West Indies, fell in, on the 14th of January, 1814, while off Saba, with two American privateer schooners; one of which, mounting six twelve pounders, and carrying one hundred and twenty men, chased the Hibernia, and about half-past seven brought her to action. Captain Lennon, whose force was only two long nine pounders, and four eighteen-pound carronades, with twenty-two men and boys, prepared to defend himself. With his boarding-nettings up, his guns double shotted, and his small arms loaded, he received his enemy, and six times the gallant crew of the Hibernia compelled them to retire. On one occasion the schooner prepared to lay the Hibernia on board, which the Captain perceiving, put his helm up, with the intention of running him down. This manœuvre unfortunately failed, by the superior sailing of the enemy: the jib-boom of the Hibernia, however, passed through his main-sail, and tore it away from the gaff. An American seaman got on the bumpkin of the Hibernia, endeavouring to board, but was piked by her brave defenders. After a close and noble contention of nine hours, the schooner desisted, leaving the Hibernia with one man killed, and eleven wounded; among the latter, her heroic commander. The loss of the privateer was, from the best information which could be obtained, twenty killed, with forty-two wounded. She was called the Comet. Captain Lennon on the 15th arrived at St. Thomas's, where his gallant conduct was duly appreciated, and

handsomely rewarded. He received an address from the merchants, couched in the most flattering terms, and was presented with the sum of fifty guineas for the purchase of a sword : in addition to which, they remitted home by the hands of Captain Lennon the sum of £550 to the merchants at Lloyd's, requesting that one hundred guineas of that sum might be laid out in the purchase of a piece of plate to be presented to the Captain, with a suitable inscription ; and the remainder divided, as Captain Lennon might judge most proper, among his crew. We have often wished that a ship, thus defended, should have a protection from impressment during the war.

The second privateer did not come into action.

The state of Europe at this important moment, is not to be described. England was the pillar of safety to which, under Providence, all eyes were turned. Her noble struggles in the cause of freedom ; her disinterested love of justice ; the sacrifices which she had made, and was still preparing, for the repose of the world ; the valour of her soldiers and sailors ; their skill in the art of war, and the generosity with which they exposed themselves to save a sinking enemy, elicited the admiration of a civilized world. The Emperor Alexander, and the King of Prussia, expressed a desire to see a country so renowned. The royal yachts were prepared, and his Royal Highness the Duke of Clarence, as admiral of the fleet, sailed for Calais, to conduct the illustrious visitors to England.

One of the first wishes expressed by their Majesties,

after having seen his Royal Highness the Prince Regent, was to be present at a naval review, and visit the celebrated dock-yard at Portsmouth. Their request was immediately complied with. On Sunday the 19th of June, his Royal Highness the Duke of Clarence, as admiral of the fleet, hoisted the Union at the main, on board the Jason, frigate, at Spithead, and on the following day the flag of the Lord High Admiral was hoisted on board the Ville de Paris. The flag of the Admiral of the fleet was then shifted to the Impregnable; and on the 21st, that of the Admiralty was removed to the Bombay Castle, of seventy-four guns.

His Royal Highness the Prince Regent left his palace in Pall-mall at nine o'clock on the morning of the 22d, accompanied by his royal brother the Duke of Cambridge. On reaching the top of Portsdown hill, a little after three o'clock, the signal was communicated to the ships at Spithead, and to the batteries on each side of the harbour's mouth, when a salute was fired from the whole. This ceremony was repeated, when the royal carriage reached the gate of the garrison, where it was met by General Houston, the governor, who presented to his Royal Highness the keys of the garrison. A triple discharge of artillery, along the lines and ramparts, announced the entrance of the Prince within the walls. His Royal Highness was received at the government house by his royal brother, the Admiral of the fleet, the Board

of Admiralty, and the Secretary of State for the Home Department.

His Majesty the King of Prussia, with the Prince Royal, and the other male branches of the royal family, arrived at half-past seven the same evening, and were conducted to the house of the Lieutenant-governor.

His Majesty the Emperor of Russia, arrived at nine the same evening, accompanied by his sister, the Grand Duchess Catharine, and Count Lieven. His Imperial Majesty and suite were lodged in the Commissioners' house in the dock-yard. On Thursday the 23d, the whole of these royal and illustrious visitors embarked at the king's stairs, in the dock-yard, in a barge prepared for them. In the bow of the barge the royal standard of Great Britain was hoisted, and the procession proceeded to Spithead. On the starboard or right hand side of the royal boat, a barge bore the imperial standard of Russia: another, on the left, bore the royal standard of Prussia. These boats were filled with the suites of their respective sovereigns. His Royal Highness the Admiral of the fleet, in his own barge, and carrying the Union flag, led the starboard line of boats. His Royal Highness was accompanied by the Dukes of York and Cambridge, and the Duke of Saxe Weimar. The larboard line of boats was led by the port Admiral: the rest of the officers of the fleet followed according to seniority. As the Prince Regent passed the garrison, he was saluted with

twenty-one guns from the platform ; and the same salute was fired by the ships at Spithead. The Admiral of the fleet, the Board of Admiralty, with the Ambassadors of Austria and Prussia, preceded the royal barge, and reached the Impregnable, to be ready to receive their Majesties and the Prince Regent. The yards were manned, and the whole appearance was such as to gratify the most refined taste. Portsmouth was crowded to excess ; and Spithead exhibited a scene of gala unknown to former times.

Reaching the Impregnable, the sides "were manned by lieutenants ; Sir Harry Neale, as Captain of the fleet, received the Prince Regent at the head of the ladder, and, after passing the guard of marines, his Royal Highness was met by the royal Admiral of the fleet. The Union at the main was then struck, and re-hoisted on board the Chatham, of seventy-four guns, and the royal standard hoisted at the main-topgallant-mast of the Impregnable, the Admiralty flag at the fore, and the Union at the mizen. The whole fleet at this moment fired a royal salute ; and the batteries on shore returned an equal number of guns. The royal visitors went through every part of the ship, and after partaking of refreshments prepared for them, the imperial and royal visitors quitted with the same order and ceremony, and returned to their respective residences on shore. In the evening, the Prince Regent entertained the whole of his illustrious guests at dinner, at the govern-

ment-house, to which naval and military officers, to the rank of post-captain and colonel, were invited. Their Majesties, and the Prince Regent, gratified the people, by exhibiting themselves at the balcony.

On the 24th, their Majesties visited the dock-yard, and then crossed over to Haslar Hospital. On both these great objects, the highest encomiums were justly bestowed ; after which, the Emperor returned to his residence, and his Royal Highness the Prince Regent, and the King of Prussia, went on board the royal yacht, where his Royal Highness commanded the signal to be made for the fleet to weigh, which was immediately executed, and the whole stood to sea. When as far as St. Helen's, the royal party, with the exception of his Imperial Majesty, went on board the Impregnable. The fleet went through several manœuvres, and returned to Spithead at seven in the evening. In the evening of the 27th, the royal visitors quitted Portsmouth, his Royal Highness the Prince Regent having first commanded a very liberal naval promotion.

## CHAP. IV.

1. *North America.*—Feelings towards Great Britain on the peace with France—Expedition to New Orleans—Plans and causes of failure—Arrival of Sir Alexander Cochrane at the Chandeleur Islands—Gallant exploit of Captain Lockyer—Storming of the American fort on the Mississippi, by Lieutenant-colonel Thornton and Captain Money—Strength and position of the American army—Death of General Pakenham—Retreat of the British army—Observations—Capture of the President, American frigate, by the Endymion—Proceedings of Rear-admiral Cockburn at Cumberland Island—He receives accounts of the peace between Great Britain and America—Returns to Bermuda and to England—Observations on the war—Outline of the treaty of peace.
2. *Europe.*—Landing of Bonaparte from Elba—War renewed—Heroism of the Duchess of Angouleme—She embarks in a British ship of war, and arrives at Plymouth—Battle of Waterloo—Bonaparte retires to Rochelle, and delivers himself up to Captain Maitland, on board the Bellerophon—Arrives at Plymouth—His disappointment at not being permitted to land—He is ordered to be sent to St. Helena—Sir George Cockburn appointed to convey him there—Attempt to take him out of the Bellerophon as a witness on a civil trial—Fails—Lord Keith sails with the Tonnant and Bellerophon—Protest of Bonaparte—Sir George Cockburn, in the Northumberland, joins—Bonaparte is removed to his ship—Sails for St. Helena—Arrives there—Return of Sir George Cockburn to England.
3. *Mediterranean.*—Murat, king of Naples, is defeated—Flies to Corsica—Returns to Calabria—Attempts to excite rebellion—Is taken, and shot—Reduction of Gaeta.
4. *West Indies.*—Rebellion in Guadaloupe—The island taken by British forces, and restored to France.

WHAT were the feelings of grief, disappointment, and dismay, experienced by the councils and senate of North America, when they learnt the defeat

of Bonaparte and his armies at Leipsic, it is unnecessary to inquire. The effect produced was, however, favourable to Great Britain and to peace; but while our ministers shewed a readiness to treat, they were also equally prepared to carry on the war with vigour. We had by the recent events on the continent a very large disposable force,—ships in high efficient order; troops and sailors more than enough to have destroyed every sea-port in North America. With every means of annoyance, we had also many motives to wish for a peace; and while our armies fought on the banks of the Mississippi, our ministers had put an end to hostilities by the treaty of Ghent.

The expedition to New Orleans appears to have been simultaneously proposed by his Majesty's ministers at home, and Admiral Cochrane abroad. The plans were written out and digested under the eye of, and in concurrence with, the Admiral, on his return from America; after which, he again took his departure for the coast, to await the arrival of the forces.

It was the earnest wish of the Admiral, founded on the wisest motives, that the expedition, previously to the attack, should not approach nearer to the mouth of the Mississippi than Bermudas or Barbadoes. Such a rendezvous would have concealed from the enemy the place of our intended landing. Unfortunately neither of these plans were adopted, and the fleet assembled at Negril Bay, in the island of Jamaica; the point most contiguous

to the proposed scene of action. This was not the worst. The dispatches, being forwarded to Vice-admiral Browne, the commander-in-chief at Jamaica, did not reach Port Royal till after the death of that gallant officer. They were therefore opened by the senior officer in command, and by means well known to the author of this work, their contents reached the ears of an American merchant resident at Kingston. This man instantly sailed in a schooner for Pensacola, and communicated the important information to General Jackson, who commanded the southern army of the United States, and who at that moment, in consequence of a well-combined manœuvre of Sir Alexander Cochrane, was marching to the relief of St. Mary's, which, it will be remembered, was attacked by Rear-admiral Cockburn, as related in the last chapter.

General Jackson, on hearing that New Orleans was threatened, turned from the defence of St. Mary's, and marched to the westward, for the banks of the Mississippi, assembling about twelve thousand men in and about New Orleans, and throwing up strong entrenchments on either side of the river, below the town.

Another point of great importance to the success of the enterprise, was a large supply of flat boats, and vessels of light draught of water. These Sir Alexander Cochrane had earnestly begged for, and mentioned the Dutch schuyts as the fittest for the

navigation of the shoals at the mouth of the Mississippi. These vessels, it was proposed, should at the same time convey a suitable supply of provisions. The inattention to these demands occasioned delay, and led to the farther detection of our plans. By the hiring of small vessels at Port Royal, and the eagerness to collect provisions, the prices for the one and the other were advanced according to the emergency. The whole were in the hands of Jews, who having obtained the secret, had forestalled the market. The great draught of water of the Port Royal boats, which being calculated for the navigation of the coasts of that island, were totally unfit for the shoals on the flat coast of the Gulf of Mexico, was a consideration which had escaped the notice of all but the Admiral. The number of troops originally promised was not equal to the undertaking; and this number, perhaps from unavoidable reasons, had been greatly reduced; warm clothing for the black regiments had been urgently requested by Sir Alexander Cochrane, but none was sent; and these poor natives of the torrid zone perished with cold on the shores of North America, where, on their arrival, they found the oranges frozen on the trees. The diversion of the enemy's force was very judiciously planned by Sir Alexander Cochrane, who depended on the simultaneous attack of the forces under Sir George Cockburn at St. Mary's, while he landed on the banks of the Mississippi, with the main body of

1. D'ALORIAT, JOHN CONVERSE AND ALEXANDER COCHRANE, G.C.V.

From an original Picture by W<sup>m</sup> Beechey R.A.

Engraved by C. Turner for Cap<sup>d</sup> Breton's Naval Hist.

London Published August 82. by JAMES DODD & Son.





the expedition; but the unfortunate disclosure at Port Royal, while it favoured the projects of Admiral Cockburn, blasted the hopes of the Commander-in-chief.

The British fleet under the command of Vice-admiral the Honourable Sir Alexander Cochrane, arrived on the 8th of December, off the Chandeleur Islands, lying to the north of the mouth of the Mississippi. Here is an extensive bay of shoal water, interspersed with numerous islands. The fleet came to an anchor; and the enemy's gun-boats having been prepared for the event, were ready to attack our boats as they advanced. Captain Gordon, in the Seahorse, with the Armide, frigate, Captain Sir Thomas Trowbridge, and La Sophie, sloop of war, Captain N. Lockyer, had been previously dispatched by the Admiral to the anchorage, near Isle aux Vaisseaux. Running along the coast, the Armide was fired on by these gun-boats, which were heavy vessels, carrying a light draught of water; and as they occupied Lac Borgne, through which our boats must pass on their way to the Bayou Catalan, it became necessary to capture or dislodge them, as a preliminary step. To this service, Captain Lockyer was appointed, having under his orders strong detachments of boats, with marines and small-arm men from each ship of the fleet, which had recently been augmented by the junction of Rear-admiral Malcolm, with his division, and a number of transports with troops.

Captain Lockyer, supported by Captain Montresor, of the Manly, and Captain Roberts, of the Meteor, proceeded into Lac Borgne, in search of the enemy; while the frigates and smaller vessels followed as far as the depth of the water would admit, and anchored below the Isles aux Malheureux, where every vessel took the ground.

After a row of thirty-six hours, Captain Lockyer found the enemy's flotilla at an anchor, and having given his exhausted crew a short time to refresh themselves, he advanced to the attack, boarding one vessel, and in spite of the most obstinate resistance, taking her, and turning her guns on the others. Every officer and man exerted himself to the utmost; and in a few minutes the whole flotilla became prizes. They consisted of six large gun-vessels, as follow:

	Guns.	Men.
1. ....	{ 1 long 24-pounder 4 12-pounders 4 swivels	43
2. ....	{ 1 long 32-pounder 6 6-pounders 2 5-inch howitzers 4 swivels	45
3. ....	{ 1 long 24-pounder 4 6-pounders 4 swivels	45
4. ....	{ 1 long 24-pounder 4 12-pound caronades	45
5. ....	{ 1 long 24-pounder 4 12-pound-caronades	45
6. ....	{ 1 long 6-pounder 2 12-pound caronades	20

The loss sustained by our boats was very great!

Seventeen officers and men were killed; and Captain Lockyer, with seventy-six men, wounded. More determined valour was never shewn. Captain Lockyer, for this eminent and highly acceptable service, was made a post-captain. The navigation of the lake being thus rendered clear for our army to land, the disembarkation was begun with all the means possessed by the Admiral. It has already been shewn under what difficulties he laboured, both as to the number of boats, and distance which they had to row.

The Honourable Captain Spencer, of the Carron, Major Forrest, the assistant quarter-master-general, and Lieutenant Peddie, ascertained, on the night of the 18th of December, that the boats could reach the head of the Bayou Catalan, whence a communication might be made to the high road on the left bank of the Mississippi, leading to New Orleans.

On the 16th, the advance under Colonel Thornton was placed in the boats, and, led by Captain Gordon, of the Seahorse, took post on the Isle aux Poix, at the mouth of the Pearl river, where they established themselves on a swampy island; and the boats, including the American gun-vessels recently taken, all returned to the fleet, thirty miles distant, for another division of troops, stores, and artillery. The labour of the navy and of the boats' crews in particular, became now excessive. The weather was bad, the gales strong, and the cold intense. This last fact is singular, and almost

incredible, considering the latitude ( $29^{\circ}$  N.)—the soldiers, and particularly the blacks, suffered excessively; nor was it till the 21st, that a sufficient number of troops could be collected to attempt a landing on the main with any prospect of success. Two black regiments, and the dragoons, were left on board, for want of conveyance. Although two thousand four hundred men left the fleet at one time, only one thousand two hundred could be transported together from the Isle aux Poix to the Bayou Catalan, owing to the want of small craft, the larger vessels which left the fleet grounding long before they reached as far as the Isle aux Poix; and leaving this last place to cross the lake on their way to Bayou Catalan, many more vessels grounded, some soon after leaving, others midway. They succeeded, however, through all their difficulties; and about one thousand two hundred men reached the mouth of the Bayou. Major-general Keene and Rear-admiral Malcolm, who had the charge of conducting the army, moved up that stream, and at daylight effected a landing at a place where the rivulet, being choked with mud, is no longer navigable for boats. In the course of the day this division took up a position between that spot and the left bank of the Mississippi, across the main road to New Orleans. In this situation the exhausted soldiers encamped for the night, while the seamen returned to the Isle aux Poix, for another division of troops, when about seven in the evening, a schooner dropped

down the river from New Orleans, and commenced a brisk fire on our troops in flank, the American army making a simultaneous attack on their front. These were immediately beaten back with considerable loss ; and Major-general Keene advanced still more towards the American lines, keeping the river on his left, and the swamp on his right.

Such was the position of the British army on the 25th of December, when Major-general Sir Edward Pakenham, and Major-general Gibbs arrived at head-quarters : the former took the command of the troops. The schooner which had annoyed our army on its first encampment was set on fire by the red-hot shot of our artillery on the 27th, and blew up : and a ship which had come to her assistance, was forced to cut and run up the river.

The American General had thrown up intrenchments from the Mississippi, on his right, to the impassable swamp on his left, a distance of about one thousand yards; this he had fortified with cotton bags, three deep ditches, parallel to each other, and strong palisades, with heavy guns on the ramparts, and his infantry securely posted behind. The redoubts were on a level plain, though the guns were raised by the earth thrown out of the ditches, commanding a perfect range of our gallant army, as it advanced to the attack. Great guns from our ships were brought up by the naval officers, whose indefatigable exertions had achieved the third trip to the fleet, conveying another division of troops, all the artillery, and stores;

A battery of sixteen eighteen-pounders was prepared to oppose that of the enemy; but the attack was deferred until the arrival of Major-general Lambert with the reinforcements, then hourly expected. This officer in fact arrived at the outer anchorage on the 1st of January, in the *Vengeur*, of seventy-four guns, commanded by Captain T. R. Ricketts, who had under his convoy a fleet of transports, with the 7th and 47th regiments. These were brought up by the boats of the fleet on the 8th; and it was now decided to attack a fort on the right bank of the river, which the American General had very wisely placed to protect his flank. This operation was carried into effect by a wonderful union of labour, science, and bravery. The canal, which had enabled them to bring up the troops to within a mile and a half of the river, was widened and deepened, its course having long been impeded by an accumulation of mud and weeds. About fifty gun-boats, barges, pinnaces, and cutters, having been brought close to the bank, were tracked up unperceived by the enemy, and at night the whole were launched into the Mississippi under the command of Captain Roberts, of the *Meteor*, bomb. In these boats were placed the 85th regiment, a division of seamen under Captain Money, and a division of marines under Major Adair. The whole force, amounting to no more than six hundred men, was under the command of Colonel Thornton, of the 85th, who, just after daylight on the morning of

the 8th, landed on the right bank of the river without opposition, while the armed boats moved up to support him. For about twenty minutes the enemy fought with great bravery; but when Captain Money, with the seamen, charged over the bridge, and the 85th, coming through the wood, charged them in flank, the Americans fled in the greatest dismay, leaving behind them seventeen pieces of cannon, which were found in the battery. Here, then, our army had gained an incalculable advantage. The fort on which the enemy so much relied for the support of his right was taken, and by carrying these guns one thousand yards higher up the river, the whole of their line might have been enfiladed. At the same time our gun-boats, having the entire command of the river, had it also in their power to attack the enemy, whose guns, then just taken, were ready to be turned against them, at the distance of no more than eight hundred yards, the breadth of the river at that place! It was intended that an attack should be made on the enemy's lines in front, at the moment when Colonel Thornton attacked the fort. It has been shewn that this fort was gained at daylight, yet Major-general Lambert says in his letter, "The ensemble of the general movement was lost, owing to Colonel Thornton and his division not getting across the river in time. This was not owing to any neglect of the Colonel, or the naval officers, whose exertions were too apparent." The simple fact seems to have been, that the attack on the

enemy's lines in front of our army failed from causes not explained in the official letters. The officer whose duty it was to have had fascines prepared for filling the ditch, had most shamefully abandoned his post, and was found in the rear, not one fascine being in readiness, though promised by 2 A. M. A general officer rode up to him with an intention of passing a sword through his body, but was withheld by an aide-de-camp. The Lieutenant-colonel was dismissed the service. Major-general Pakenham, an officer of the most exalted bravery, had been accustomed to carry every thing by the bayonet: his valour and success in this species of warfare have already been spoken of in the affairs of St. Lucia and Martinique. He unfortunately supposed that the American camp was to be stormed in the same manner as he had taken Morne Fortuné, and had determined to make the attempt before daylight, as soon as the firing on the opposite side of the river should convince him that the flanking redoubt had been attacked by Colonel Thornton. The delay in the advance of the 44th with the fascines, prevented the attack of the main army until after daylight, when our troops advanced within two hundred yards of the enemy's works. Here, and not sooner, the want of the fascines seems to have been felt: but to retreat was now thought impossible. The gallant Pakenham rode up in front of his men, cheering them, with his hat in his hand, when a fire was opened from every part of the American line, but

not from the battery on the right bank, which had been by this time attacked and carried, as we have stated.

The action in front, and on the left bank, was nevertheless continued with great fury, the Americans keeping up a heavy and well-directed discharge of grape and musketry. The British soldiers fell in heaps, and the brave General among the first of them. Major-general Gibbs, the second in command, was borne off the ground, mortally wounded ; and the whole of the British line was thrown into confusion. At this moment, Major-general Lambert came up with the reserve, and when within two hundred and fifty yards of the enemy's lines, met our troops retreating. Many of our brave fellows had been shot, or drowned, in the first ditch, which, for want of fascines, they were unable to cross.

About eight o'clock an officer reported to General Lambert the capture of seventeen pieces of artillery in the redoubt on the right bank, by the division under Colonel Thornton, and requested to know what should be done with them. "Let them be spiked," said the Major-general, "for I have not the means of keeping them: we have now two thousand men killed or wounded." This was as nearly true as could be ascertained at the time ; but it turned out afterwards that about eight hundred of the wounded being only touched with buck shot, were in the ranks on the following day. It was also unfortunate that the gun-boats,

after the glorious success of Colonel Thornton and Captain Money, had not pushed up to the right flank of the American army; and if to this had been added the advance of the American guns, taken in the redoubt, about one thousand yards higher up the river, the capture of New Orleans might have been achieved; or at least General Jackson would have been defeated; though a very experienced officer who was present, doubts whether these objects could have been effected by such movements.

Such, however, was the disastrous appearance of things, that Major-general Lambert halted the reserve, until he had ascertained the extent of our loss, and of our remaining resources; having so done, it was decided to retreat from the shores of the Mississippi.

It must here be observed, in justice to Sir Alexander Cochrane, that he had no control over the movements of the army. It was his duty to attend to the wishes of the Major-general. Had our troops passed the first intrenchment, they had a second and a third to encounter, all fortified in the same manner, and in fact impregnable, unless attacked in flank. The position of our army was therefore such as to warrant the steps that were taken. The last resource of the Americans would have been to cut the bank of the Mississippi, and inundate the ground occupied by the British. The state of our commissariat was also most alarming; scarcely a week's provisions remaining in store.

This unfortunate expedition was disastrous, but not disgraceful, to those employed. Its failure was not owing to a want of those military virtues by which the empire has been supported, but to the neglect of proper precautions in the outset, the indispensable accompaniments of all enterprise. Among the causes of defeat may be enumerated, first, the deviation of the government at home, from the arrangement agreed on between it and the Admiral, by changing the place of rendezvous from Bermuda to Negril Bay: secondly, the divulging of the secret at Jamaica: thirdly, the want of boats to land all the troops at one time: and the want of provisions was the fourth. There was one circumstance, however, connected with this expedition, which should not be overlooked: it certainly relieved the Canadas from the pressure of war. The attacks on Washington, Alexandria, St. Mary's, and New Orleans, drew all the American forces to the southward, and left Sir George Prevost more leisure and means to protect the provinces under his immediate care.

Let us hope that North America will find her true interests in preserving peace with her parent state. She becomes the more vulnerable as her territory extends. With her, education and refinement do not keep pace with increased population: an empire so extended and so uninformed, cannot long act in unison. The blacks of the southern states are her most dangerous enemies; and Great Britain has it in her power,

while she commands the seas, to convulse the continent of America, by exciting and assisting her discontented subjects. Had twenty thousand men been sent from England, as was originally intended, the rising of the slaves in Virginia would have been most probably fatal to the southern states of America.

Having abandoned New Orleans, and embarked all the forces at the Bayou Catalan, the Vice-admiral and Major-general Lambert agreed to attack the American settlement of Mobile, a little to the eastward of the entrance to Lake Borgne. Captain T. R. Ricketts, of the Vengeur, with a small squadron under his orders, approached Fort Boyer, situated at the entrance of the bay, and effected a landing with a body of troops, seamen, and marines. In the course of forty-eight hours, he came within pistol-shot of the enemy's works ; and the officer commanding the fort agreed to surrender, the troops in garrison becoming prisoners of war. Three hundred and sixty infantry and artillery-men were carried on board the fleet. The fort was found in a very complete state of defence, having twenty-two heavy guns mounted, and a plentiful supply of provisions. The possession of this place was of little importance ; and more than counterbalanced by the expenses of the force employed against it. It was given up at the peace with America.

The public discontent was loudly expressed against the Admiral and General, on the failure of

this expedition. Had the wisdom of parliament been employed in the investigation of the facts, some discoveries might have been made, which would have turned the national indignation to the proper objects; and the Admiral and General would have been most amply indemnified for the short and unmerited loss of popularity.

After the preliminaries of peace had been signed at Ghent, the American frigate the President, was captured by a British squadron off New York, on the 15th of January. Rear-admiral Henry Hotham lay off that place as senior officer in the Chesapeake, and Captain Hayes, of the Majestic, had with him off Sandy Hook, the Tenedos, of forty-four guns, Captain Hyde Parker; Endymion, of forty-four, Captain Henry Hope; and Pomone, of forty-four, Captain R. Lumley.

Captain Hayes had been stationed off New York, and with great judgment and perseverance had contrived to keep his station during the heavy gales and snow storms, so common to that coast in the winter season. On the morning of the 14th of January, Sandy Hook bearing N. W. fifteen leagues, one hour before daylight, the President and a brig were discovered, and chase was given. The wind failing, the Endymion soon took the lead, and was so fortunate as to get alongside of the President at half-past five in the evening. These two ships so well matched as to their main-decks, having both long twenty-four pounders, fought for two hours

and a half, when the sails of the Endymion being cast from the yards, the President got a-head; while the Endymion was repairing her damages, the Pomone came up, at half-past eleven, and on firing a few shot, the enemy hailed to say they had surrendered... It would be unfair to the memory of that excellent man, Commodore Decatur, to say that this was an equal action. It might perhaps have ended in a drawn battle, had not the Pomone decided the contest; but no one will contend that the Endymion had not supported the honour of the British flag, and that she would not, in all human probability, have achieved the conquest without assistance, if we may judge from the carnage on the decks of the enemy, and the damage sustained by him in the action.

The President was the largest frigate at that time in the world, her establishment of guns was—

Main-deck .....	30 long 24-pounders
Quarter-deck ...	14 42 pound carronades
Forecastle .....	6 42 ditto 1 long 24-pounder
Fore-top .....	2 brass 6-pounders } These, we presume,
Main-top .....	2 ditto } were light howitzers,
Mizen-top .....	2 smaller guns } or cohorns.

The Endymion had eleven killed, and fourteen wounded: the President thirty-five killed, and seventy wounded.

Rear-admiral Cockburn was in the mean while employed at St. Mary's, and having no idea that a peace could be speedily concluded between

Great Britain and America, had fortified Cumberland Island as a place to hold during the continuance of hostilities, and where it would have been in his power to have done great injury to the enemy.

On the 25th of February, he received a flag of truce from General Pinckney, who commanded the American forces opposed to him, intimating that a treaty of peace had been signed and ratified in England, and wanted only the approval of the President of the United States.

The Rear-admiral, in consequence of this communication, rested on his arms until the 2d of March, when official intelligence reached him of the signing of the definitive treaty. He then embarked all his military stores, and the prize goods which he had taken; to this last step General Pinckney objected, and remonstrated, as being contrary to the treaty; but the objections were overruled, and on the 18th of March, the Rear-admiral sailed for Bermuda, and shortly arrived in England, where he was soon called upon to execute a very important mission.

Peace between Great Britain and America was signed at Ghent, on the 24th of December, 1814, The plenipotentiaries were Admiral Lord Gambier, Henry Goulburn, Esq. and William Adams, Esq. on the part of Great Britain. Those of America were, John Quincy Adams, J. A. Bayard, Henry Clay, Jonathan Russel, and Albert Gallatin, Esqrs.

Although generally unfriendly to war, and depre-

cating the horrors of such a state of things, we saw with regret the termination of a contest provoked by America, at a time when Great Britain was struggling not only for her own liberty, but that of the world. Mr. Madison supposed, by adding his hostility to that of France, he should ingratiate himself with Napoleon. In this he was mistaken; his representatives met with the same indifference at the Tuilleries, as they had ever done. In addition to the burning of the public works at Washington and Alexandria, and the depredations committed on their coasts, the London Gazette recounts the capture or destruction of one thousand four hundred sail of American vessels. This we believe to be much under the actual number. Our losses were equally great in point of shipping, and probably of more intrinsic value. To these we might add, the capture of the Levant and the Cyane, two twenty-gun ships, by the Constitution, after a very honourable defence made by their captains, Douglas and Falcon. The Penguin, a brig of eighteen guns, was also taken by the Hornet. The British captain, Dickenson, fell in the discharge of his duty, and Lieutenant James M'Donald, who succeeded to the command, surrendered when no longer able to contend against a more powerful vessel.

The conduct of the four last mentioned officers, in the defence of their ships, was highly commendable. Our enemies were elated without any real cause; these captures being nothing more than

the mere casualties of war, adding no merit to the conqueror. In the rising navy of America the facts were magnified, to give spirits to their sailors and confidence to their officers.

The war has long been happily terminated: it were idle and impolitic to load our quondam antagonists with censure, and useless to convict a few individuals in their navy of partiality and misrepresentation. Let us inquire what advantages America gained by the war? Did she set at rest the question of impressment? or did she define the laws and extent of the power of a belligerent to blockade an enemy's port? These were the ostensible objects for which she went to war (the secret motives are hidden in the breast of Mr. Madison); and they were left as undefined in 1814. as they were in 1794.

Of the number of her citizens forcibly taken to serve in our ships, we have already spoken, and proved shameful exaggerations. The wretched fabrications, promulgated by the basest party writers in both countries, of the cruelties exercised upon American seamen by British naval officers, are unworthy of notice. We have afforded some glaring proofs of the propensity to falsehood among the American sailors. Oaths may be taken by men who have no sense of religion, and received by magistrates whose credulity is equal to their ignorance; but truth, like the waters of the ocean, will ever find its level.

Of the terms of the peace we shall merely give

an outline: they are to be found at large in the Naval Chronicle for the year 1815, vol. i.

All discussions on our maritime rights were to be waved on both sides. American vessels captured by us in retaliation of the Berlin and Milan decrees, were not to be restored. We gave up the province of Maine, but retained the islands in Passmaquady Bay. All the disputed questions were to be determined by Commissioners.

After the victorious allies had advanced into the heart of France, and compelled the emperor Napoleon to abdicate his usurped throne, and retire to the island of Elba, the statesmen who guided the destinies of Europe and the world, supposed they might confide in the promises of a man who, except he had sworn to do evil, never kept his word. The island of Elba, on the coast of Tuscany, and formerly in the territory of the Grand Duke, was fixed on for his abode, with the title of emperor, and a revenue or income of two millions and a half of livres a-year. The king of France, the patient and amiable Louis XVIII. having been seated on his throne by the joint exertions of Great Britain, Russia, Austria, and Prussia, was left to rule his dominions according to the constitution which himself and his people should devise. France began to recover from the desolating effects of internal discord and foreign war, and the ruinous effects of an overgrown army; that army to which she had given birth was nearly proving the monster that should devour its parent.

Profligate, cruel, and rapacious; it could not gratify its appetites without war, nor without the leader under whom it had fought and deluged the world in blood. Napoleon from his rock heard the complaint of his soldiers, and meditated once more putting himself at their head. The moment he chose for this treacherous enterprise was that of all others in which he should have remained tranquil. The sword was not yet sheathed—the ships were not all paid off; nor were the armies disbanded. The Allies, though unwilling to renew the war, were not unprepared. Murat, the creature of Napoleon, governed the kingdom of Naples; and on this man the cunning and unprincipled Emperor partly relied for support; but the premature movements of the vassal rendered abortive all the plans of his daring lord.

The whole army of France, with the greater part of the population, had beheld the departure of their idol as a violation of their rights, and secretly resolved to bring him back. His return towards the end of the year 1814, was openly talked of in France, as an event that would certainly take place, when the violets were in bloom. Drawings of that little flower were sold in Paris, as the symbol of revolt: the profile of Napoleon was ingeniously contrived, and easily discerned in the vivid colours of its petals.

Reposing under the premises of his courtiers, Louis XVIII. was unconscious of his danger; until the conspirators had closed up every

barrier except that on the road to Ghent. The postmaster-general was sold to the cause of the tyrant, and the body-guard which he had so easily obtained from the good faith of England, was one great instrument of his flight. Napoleon, under a pretext that his revenue had not been paid; that the treaty of Fontainbleau had been violated; and that the allied sovereigns never intended to fulfil their engagements towards him, secretly prepared to gratify his own ambition, and once more to drench the “sacred soil” in the blood of the infatuated people whom he called his subjects.

The court of Elba, during the short reign of the Emperor, had been the resort of numerous English travellers, many of them his professed admirers; for it is remarkable that Bonaparte, who overthrew liberty in Europe, and was the greatest and bitterest enemy to this country, found his chief support and advocates among that party who styled themselves *the friends of the people*. So completely had he cajoled them, that he began to be considered a martyr; his crimes were forgotten in his humiliation; and he became an object of interest and compassion, because his subjection was the effect of the Pitt system.

The squadron of British ships of war stationed in the neighbourhood of Elba, had no particular charge to obstruct the escape of its monarch, who took care to prevent the intrusion of strangers, as long as his designs were in preparation. On the 26th of February, he embarked on board a brig of

war, and followed by four or five small vessels, into which he had crowded one thousand soldiers, including his body-guard, and a collection of needy adventurers. With these he landed on the 1st of March, at Cannes, in Provence, and with his followers instantly set out for Grenoble. Nothing could resist the rapid and daring march of the adventurer. The walls of fortified towns seemed to sink into the earth at his approach : the government declared him a traitor, and at the same time prepared to fly before him ; Lyons opened her gates ; and the princes of Bourbon were rejected with scorn. Marshal Ney, who had equivocally sworn to his deluded monarch to bring Napoleon to Paris, "kept his promise to the ear, and broke it to the sense." The traitor threw himself into the arms of his former patron, the moment he met him. His example was followed by others ; and Napoleon, at the head of an army, once more declared himself "By the Grace of God, Emperor of the French." Dreadful period ! The same sufferings which Europe had undergone, were about to be renewed. The Allies flew to arms. No treaties, no vows, could bind their enemy ; and a war of extermination was begun against the person and power of Napoleon. The navy of England was roused from its short repose, though it had little share in this last struggle. Ships were commissioned, and prepared for sea ; but before they quitted their ports, the power of Napoleon was at an end. He entered Paris on the 28th of

March. The king had quitted for Ghent the preceding day. France was almost (at least apparently) unanimous in favour of the conqueror. The legions assembled, and marched to the northern frontier, as the most assailable, and the most likely to be attacked by the Allies, who never, since the foundation of the world, acted with so much unanimity and effect. Their declaration, published at Vienna on the 13th of March, convinced Napoleon and the French nation, that an awful contest was to decide their fate. The empress Maria Louisa, and her son, were withheld from the presence of their husband and father, who was proscribed as a rebel and a traitor. The declaration of the Allies was signed by the ministers of every European power, except Turkey and Naples. In vain did the flattering addresses of the ministers of Napoleon deprecate foreign war—in vain declare that they would only draw the sword in self-defence: fixed and determined in their purpose to have no peace or compact with the man who had no principle, the Allies crowded to their posts. Belgium was the theatre of the last great scene. The Rhine was crossed in every department. The Duke of Wellington, with a large army, was sent to the Netherlands. The Princes of Bourbon were not tame and useless spectators of the passing events. The Duke of Angouleme repaired to Nismes, in hopes of exciting the people of the south in favour of his cause; but fear, or disaffection, had taken possession of their minds. The

Duchess of Angouleme tried the fidelity of the Girondistes. This heroic lady, the daughter of Louis XVI. and Marie Antoinette, supported her character and dignity, in this last ordeal of her fortitude. She addressed the officers in the garrison of Chateau Trompette, who still wore the white cockade: she appealed in vain to their honour and their generosity. "I see," said she, "that you are cowards, and I absolve you from your oaths:" and turning her horse, she rode away, and embarked on board the Wanderer, a British ship of twenty guns, commanded by Captain Dowers. In this ship her Royal Highness sailed from the Gironde for Plymouth, where she arrived shortly after, and held a drawing-room at the Admiral's house. She appeared dejected, but not in despair. There was a firmness of purpose in her eye—a contempt of the world, and patient resignation, which would have commanded esteem, even had she not been known to be the most unfortunate and the most enduring princess on earth.

For the present we must quit the transactions at Plymouth-dock, to which, however, we shall speedily be recalled, to relate facts of no common interest or importance.

The courts of Great Britain, Russia, Austria, and Prussia, not only refused to hold any communication with Napoleon, or his ministers, but bound themselves by the most formal engagements, to defend the restored order of things in Europe, and particularly the treaty of Paris, signed in May,

1814, and those of the Congress of Vienna. They agreed to bring into the field one hundred and fifty thousand men each, and not to lay down their arms until Bonaparte should be deprived of the power of exciting disturbances. The mockery of the Champ de Mai produced no good effect towards the cause of the Usurper. The call to arms resounded once more from Otranto to the Helder: rage on the side of the Allies—despair on that of France—stimulated the minds of the combatants, and prepared the bloodiest day that Europe had ever witnessed. The line of fortresses extending from the German Ocean to the Rhine, had, at the peace of Paris, been garrisoned by British troops, and those of our Allies. The moment the landing and progress of Bonaparte was known in England, large reinforcements were sent over to the Scheldt. The Duke of Wellington had his head-quarters at Brussels: the veteran Blucher, with a large army of Prussians, was at Namur, on the Maese. Bonaparte had his head-quarters at Avesnes, in French Flanders. He left Paris on the 12th of June, determined to give battle to the Prussians and English, before the Russians and Austrians could come to their assistance. The Prussians, notwithstanding their valour and hatred of the French, suffered some severe checks in the neighbourhood of Charleroi and Ligny. The Duke of Wellington, on the evening of the 15th of June, having received information of the near approach of the French army towards the plain between Nivelle

and the wood of Soignies, directed the whole of his force upon Quatre Bras. On the 17th of June, the hostile armies came in presence of each other, on the celebrated field of Waterloo, or Mont St. Jean; and at the dawn of day on the 18th, Napoleon is said to have uttered the exclamation, “Enfin je les tiens ces Anglois”—at last I have caught the English. The battle, and its consequences, are recorded in the page of military history. Heaven fought on the side of truth and justice: the tyrant and his legions were defeated. England sustained the field against the whole power of France, from morning until the evening, when Blucher, with his victorious legions, passing between Grouchy's corps and the left of the British army, came upon the right flank of the French, and completed their overthrow. The prodigies of valour performed by our gallant soldiers on that day, are not to be described but by the most eloquent pen. The numbers of dead, of dying, and of wounded, have been variously stated: the best accounts are not exact; but seventy thousand at least may be said to have found their graves on the field of Waterloo,—human sacrifices to the modern Moloch!

Napoleon, after his defeat, hastened to Paris; a ruined gamester, he had staked his crown and lost it. “Unfit to live, and unprepared to die,” he became, like another Cain, a fugitive and a vagabond on the face of the earth. He visited and quitted his capital: he sought to gain the sea-

shore, in the Atlantic, that he might escape to America. This project would have succeeded but for the unceasing vigilance of the British squadron stationed in the bay of Biscay. Reaching Rochelle, Napoleon embarked on board a French frigate, called La Saale, and a fair wind on the 13th of July would have taken him from the shores of Europe, but the exit was denied by the Bellerophon, a British seventy-four, commanded by Captain Frederick Lewis Maitland. Supposing that he might elude discovery in a smaller vessel, he quitted the frigate, and went into a brig of war called the Epervier, with all his suite and baggage: still the watchful Bellerophon prevented his flight. Learning, at length, from his brother Joseph, with whom he was in close correspondence, that the Chambers of Peers and Deputies were dissolved, he hoisted a flag of truce, and on the 15th of July, made sail towards the Bellerophon, then lying at anchor in Basque Roads. Captain Maitland received him as became an officer and a gentleman: having no orders to the contrary, he treated him as a monarch, but offered him no terms. Captain (now Sir Henry) Hotham, who commanded the Defiance, of seventy-four guns, and who was the senior officer of the squadron, invited him to breakfast on board his ship, and he was there also received with all the ceremony usually shewn to a crowned head. The conduct of these gallant officers was much criticised, for doing that which they could not, in justice to their own character

and feelings, have avoided. It was for their superiors to decide how he should be received in England.

The Bellerophon arrived in Plymouth Sound\* on the 24th of July, and here commenced a very interesting part of the history of this extraordinary person.

That the conqueror of nations should be the guest and the prisoner of a captain in the British navy, appeared to many a kind of illusion which fancy could not realize. Plymouth, and its environs, were crowded with company, eager to behold the person of one whom they had so long dreaded. Boats lay round the Bellerophon so closely compacted together, that they might be said to form a stage of some acres in extent. Napoleon often appeared at the starboard gangway, resting his left arm on the hammocks : in his right hand he held an opera glass, with which he attentively surveyed every object near him. It was at this time that his portrait was taken by Mr. Eastlake, and afterwards engraved by Mr. Charles Turner. It is by far the best likeness ever presented to the public ; and we think it impossible to produce a more faithful representation.

During the first four days of his stay in Plymouth Sound, the time passed away in conversation ; in looking at the diversity and richness of the surrounding scenery ; and in speculations on his

\* She went first to Torbay, and immediately came back to Plymouth.

future destiny. The hope of Napoleon was, to be allowed to pass the remainder of his days in England, with his wife and son. To this he no doubt fondly referred, when, on making the land, he exclaimed, “Enfin voila ce beau pays.” A return of post from London dispelléd the flattering dream. His fate was sealed; by his escape from Elba, he was considered to have violated his faith, and no longer to be depended on: he was therefore degraded from the rank to which he had attained: he was thenceforth to be addressed as General Bonaparte; and the place of his future residence, to the end of his life, was decreed to be the island of St. Helena. The disappointment and rage of Napoleon and his followers, were vented in abuse of the British government and the Allied Sovereigns. Napoleon spoke of escaping from persecution by suicide, but was dissuaded by his friends. One of the ladies of his suite, Madame \* \* \*, attempted to throw herself overboard, and was saved at the moment of execution. The time of departure drew near. The Northumberland, of seventy-four guns, commanded by Captain C. B. H. Ross, and bearing the flag of Rear-admiral Sir George Cockburn, was appointed to convey Napoleon to his last earthly residence. One more effort was made to rescue the Idol from his impending fate: some of his impotent friends contrived to obtain a habeas corpus ad respondendum from the Lord Chancellor, to bring Napoleon as a witness on a pending trial. To serve this legal instrument in due form,

a deputation came to Plymouth; but their secret had preceded them. Lord Keith, as Commander-in-chief of the Channel fleet, instantly hoisted his flag on board the Tonnant, Captain E. P. Brenton; ordered the Bellerophon to sea; and, to prevent any unpleasant interview with the agents of the law, took a fast-rowing boat (it being perfectly calm) and pulled out into the offing, where he got on board a sloop of war. The Tonnant could not get out for some hours after the attorney appeared alongside. The centinels had orders to keep all boats at a distance. The agent demanded to see Lord Keith. He was informed that his Lordship was not on board. He next requested that the Captain would appear. This was granted: an explanation of the object of the visit was demanded, and given. It is quite forgotten under what impression the captain acted; but he certainly took the agent for a Frenchman, and in the French language addressed him; nor would he make use of any other. The man went away exceedingly dissatisfied; and a breeze springing, the Tonnant weighed, and proceeded to join Lord Keith, off the Berry Head. His Lordship came on board on the evening of the 3d of August. The Bellerophon was in company with a frigate, and one or two sloops of war and cutters. On the 4th, while the squadron was cruising off the Berry Head, waiting for the Northumberland, Captain Maitland came on board, and presented the following letter from General Bonaparte to Lord Keith:

*Protest of Bonaparte, sent to Lord Keith, 4th August, 1815.*

Je proteste solennellement ici à la face du ciel et des hommes, contre la violation de mes droits les plus sacrés, en disposant par la force de ma personne, et de ma liberté. Je suis venu librement à bord du Bellerophon; je ne suis pas prisonnier, je suis l'hôte de l'Angleterre.

Ausitôt assis à bord du Bellerophon, je fus sur le foyer du peuple Britannique; si le gouvernement en donnant des ordres au capitaine du Bellerophon de me recevoir ainsi que ma suite n'a voulu que tendre une embûche, il a forfait à l'honneur et flétrit son pavillon.

Si cette acte se consommoit, ce seroit en vain que les Anglois voudroient parler à l'Europe de leur loyauté, de leurs loix, de leur liberté: la foi Britannique se trouvera perdu dans l'hospitalité du Bellerophon. J'en appelle à l'histoire. Elle dira qu'un ennemis qui fit 20 ans la guerre au peuple Anglois, vint, librement, dans son infortune chercher une asile sous ses loix: quelle plus éclatante preuve pouvoit il donner de son estime et de sa confiance? mais comment répondroient on en Angleterre à tant de magnanimité? on feignoit detendre une main hospitalière à cet ennemis, et quand il se fit livré de bonne foi, on l'immola.

A bord du Bellerophon à la mer, le 4me Août, 1815.

NAPOLEON.

The authenticity of this document having been doubted, and suspicion expressed in many periodical works of the day, the writer of this work has it in his power to declare, that it is the genuine production of Bonaparte; that as such it was delivered by him to Captain Maitland; and that the ink was scarcely dry when the Captain of the Tonnant, was called in to give an opinion on the meaning of a word contained in it.

*Translation.*

I protest solemnly, in the face of heaven, and before men, against the violation of my most sacred rights, in disposing, by

force, of my person and liberty. I came freely on board the Bellerophon; I am not the prisoner, but the guest of England.

No sooner seated on board the Bellerophon, than I was on the hearth of the British people. If the government, in giving orders to the captain of the Bellerophon to receive me, meant only to ensnare me (*tendre une embûche*), it has forfeited its honour, and tarnished its flag.

If this act is consummated, in vain will the people of England boast of their fidelity, their laws, and their liberty,—British faith will be buried in the hospitality of the Bellerophon. I appeal to history. She will say, that an enemy who for twenty years had made war against the English people, came freely in his adversity, to seek an asylum under your laws. What more shining proof could he give of his esteem and his confidence? But how did England reply to so much magnanimity? In pretending to hold out the hand of hospitality to that enemy; and when he had in good faith surrendered, they sacrificed him.

Dated on board the Bellerophon, the 4th of August, 1815.

(Signed)

NAPOLEON.

It is no part of our duty to offer any remark on this document; but we think it can scarcely pass unnoticed by the most cursory reader, that Bonaparte, by his escape from Elba, has forfeited every claim to honourable treatment; and the unconditional terms on which he surrendered to Captain Maitland, left the British government free to act towards him as it should judge most conducive to the future tranquillity of Europe.

On the 6th, the Northumberland joined: Sir G. Cockburn waited on Lord Keith, and arranged for the removal of General Bonaparte on the following day. For this purpose the squadron came to an anchor; the Berry Head bearing N. E. by E.  $\frac{1}{2}$  E.; the Start point W. S. W.  $\frac{1}{2}$  W. one mile and a half distant. On the 7th, a numerous fleet of pleasure

boats and other vessels, surrounded the squadron. At eight o'clock, Count Bertrand came on board the *Tonnant*, and was informed that the baggage of General Bonaparte must be searched, and that the General must prepare himself to be removed to the *Northumberland* immediately. As soon as the examination of the trunks was finished, the barge of the *Tonnant* was sent with a Lieutenant, to receive the General. \*Lord Keith, we believe, went also in the boat; but neither his Lordship, nor Sir George Cockburn, were on the quarter-deck of the *Northumberland*, to receive their prisoner. Bonaparte came up the side, clad in his usual green undress, with white facings, breeches, and silk stockings. He wore no powder; had very little hair on the crown of his head; and held his well-known peculiarly cocked hat in his hand. A captain's guard received him. The drum beat a march, the appropriate and established compliment to a full General. This was a novelty to Napoleon. He seemed at first a little surprised, but instantly

\* Of this fact I am not certain, having no written memorandum. I write from memory. It was the wish of Sir George Cockburn that I should go in the boat; but this Lord Keith refused. Sir George then very kindly desired me, as soon as my Admiral had left the *Tonnant*, to go on board the *Northumberland*, that I might see and converse with Napoleon. This invitation I took care to accept, and was in time to see the General come up the side. I was introduced by Count Bertrand. Napoleon conversed with apparent good humour; asked some questions in French, to which I replied; but our conversation was interrupted by Lord Keith and Sir George Cockburn, who came up at that moment, and led him to his apartment. AUTHOR.

recovered himself, bowed to the guard, and then entered into conversation with the officers near him. Lord Keith and Sir George Cockburn came on board while this was going on, and conducted Napoleon to his apartment. The ship was crowded to excess. There were near nine hundred people on board, with provisions, stores, and baggage, in immense quantities. Very few strangers were admitted. The Commissioner came from Plymouth, and paid the seamen their wages; and in the evening the Northumberland stood to the westward, accompanied by the Havannah and Bucephalus, frigates, Ceylon, transport, Zenobia, Zephyr, Ferret, Redpole, and Icarus, sloops of war. It was not till the evening of the 9th that the squadron was ready to make sail. The Rear-admiral had many wants for a voyage to St. Helena; and the demands of the suite of Napoleon were not easily satisfied. On the 10th of August the squadron took its departure from the Lizard, which at noon on that day bore N.N.E.  $\frac{1}{2}$  E. seventeen miles. They had a very favourable passage to Madeira, which they reached on the 23d. The frigates anchored, and took a supply of refreshments, while the Northumberland kept under sail in the offing. On the 25th they made sail again, taking a final departure for St. Helena. All the occurrences of the voyage, and residence of Napoleon at St. Helena, have been related by two medical gentlemen, who accompanied him in his exile. These works we have read, but shall not

copy from them. We are guided by the plain and manly journal of Captain Ross, of the Northumberland, which that gallant officer has kindly lent for the purpose.

The Northumberland arrived at St. Helena on the 15th of October, and General Bonaparte landed on the 17th. On the 19th of June, 1817, Sir George Cockburn quitted the island, to return to England, having been relieved in the command by Rear-admiral Sir P. Malcolm, and arrived at Spithead on the 1st of August.

Sir George Cockburn immediately sat off for London, to give an account of his mission, and received from his Royal Highness the Prince Regent, and Earl Bathurst, the highest commendation for the able, steady, and judicious manner in which he had executed the delicate charge intrusted to him.

Joachim Murat, the new king of Naples, anxious at once to secure the tottering crown on his own head, and to make a peace with the Allies, had been, in 1814, playing a sort of double game between the Congress of Vienna and the Court of Elba. That he would espouse the strongest side was foreseen, and pointed out to Lord Castlereagh by Lord William Bentinck. Murat, after the battle of Leipsic, and the peace of Fontainbleau, negotiated and promised a faithful adherence to the cause of the Allies, and was consequently acknowledged by them; but no sooner had Bonaparte landed, and reached Lyons, than he declared him-

self the firm supporter of his former patron; and setting his armies in motion, demanded a passage for his troops through the papal dominions. He shortly after attacked the Austrians at Cerina, and obliged them to fall back. The emperor of Austria declared war against him, and the incursions of the Neapolitan army were very soon terminated. Murat saw his impotence, offered excuses; begged for peace of the Allies, and was rejected with merited scorn. A British squadron, under the command of Captain Campbell, of the *Tremendous*, of seventy-four guns, was ordered by Sir Edward Pellew to the bay of Naples, where the Captain demanded and obtained the immediate surrender of all their ships of war, arsenal, and naval stores, to be held at the disposal of the British government, and Ferdinand, king of Naples. The miserable Neapolitan army, crushed and defeated by the Austrians, disbanded and dispersed, leaving Murat to make the best terms he could with his conquerors. The Allies entered Naples, and spread over the whole kingdom. The *Tremendous* received Madame Murat and her family on board; and Ferdinand IV. was once more seated on the throne of his ancestors. Sir Edward Pellew, now Lord Exmouth, anchored with his fleet in the bay of Naples, and contributed by his presence to the restoration of tranquillity in that disturbed and corrupt capital. Murat fled from the continent, and took refuge in Corsica, whence he again departed in October, and landed in Calabria,

calling on the people to acknowledge him as their king. Imitating the example of Napoleon, he concluded he should like him have reached his capital. The folly of his enterprise seems to deserve the name of insanity. Napoleon was at that time a prisoner at St. Helena, and the whole of the Allies ready to crush any insurrection against the Bourbons, wherever it should appear. The result might have been foreseen by the most inexperienced politician. Murat and his followers were attacked, beaten, and dispersed into the mountains, where their leader and his generals were taken, after a fruitless endeavour to regain the sea-coast and embark in their vessels. A military commission tried them, and they were shot on the 15th of October, just one week after their landing.

In Canada our affairs had taken an unfavourable turn. On Lake Erie, Captain Dobbs, of the navy, had very gallantly boarded two American schooners, and captured them. Two days after this success, the army under Major-general Gordon Drummond, attempted to take Fort Erie by storm; but although our brave soldiers had entered the fort, and would in a few minutes have been masters of it, an explosion nearly destroyed the whole column under Lieutenant-colonel Drummond and Captain Dobbs. The troops on this fell back, and their retreat was covered by the 1st battalion of the royals. The attack on Snake-hill, led by Colonel Fischer, was made at the same time, and was

equally unfortunate in its result. The total loss, sustained by the British forces in these attacks, amounted to nine hundred officers and men, killed, wounded, and missing. Of the latter there were no less than five hundred and thirty-six, the greater part of whom are supposed to have fallen in the darkness of the night, by the grape and musketry of the enemy.

Gaeta, in the kingdom of Naples, held out in favour of Napoleon, long after the battle of Waterloo. The Austrians by land, and the English by sea, blockaded and bombarded the place with great severity. Captain Fahie, in the Malta, of eighty guns, and Captain Brace, in the Berwick, of seventy-four guns, were chiefly instrumental in its reduction. On the 8th of August, the Governor being informed by Captain Fahie of the surrender of Napoleon to Captain Maitland, thought proper to capitulate. The revolutionary hurricane which for so many years had laid waste the finest parts of the habitable globe, now began to subside, and men to know that their true interests lay in preserving peace with their neighbours. France and England have ever since continued on terms of improving harmony: and the recent reduction of duties on the produce of our ancient rival, will, no doubt, increase their good will towards each other.

Rear-admiral Durham, commanding the Leeward Island station, collected his squadron in the month of August, and, in conjunction with the land forces under Lieutenant-general Sir James Leith, sailed

from the Saintes on the 8th, to reduce the island of Guadalupe. This wretched colony, the continued nursery of rebellion and massacre, had, after the landing of Napoleon in Provence, once more thrown off the government of the Bourbons, and, hoisting the tri-coloured flag, declared in favour of the Usurper. This act of treason the king of France owed to his own generosity. He had allowed Admiral Linois to retain the government of the island, and Adjutant-general Boyer to hold a high official situation under him. These two men, notoriously attached to Bonaparte, no sooner heard of his escape from Elba, than they determined to commit themselves in his cause. Linois is the same officer whom we have noticed at Algeziras; in India; and on his return in 1806, when he was taken in the Marengo, by the squadron under the command of Sir John Warren.

The squadron of Rear-admiral Durham consisted of—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Venerable .....	74	Captain Worth
Dasher .....	18	
Fairy.....	16	Baker
Espiègle .....	16	
Columbia .....	16	Chads.
Barbadoes.....	18	Fleming
Muros .....	18	
Chanticlear....	10	Lieutenant G. Tupman.
Fox and Niobe, troop-ships.		

The land forces amounted to between five and six thousand men. The landing was effected on

the 8th of August, under cover of the Fairy, Columbia, and Barbadoes. The Count de Vaugiraud, the governor of Martinique, detesting the treason of Linois, gave all the assistance in his power to the British enterprise. Two French corvettes and a schooner, commanded by officers of rank, joined the squadron, and were present at the reduction of the island. The British general having defeated Linois, compelled him to capitulate. Himself and his Adjutant-general were sent home to France, to be tried for their crimes. The loss of British troops in this third invasion of the island of Guadaloupe, amounted to about sixteen killed, and fifty wounded. The island was, of course, restored to the crown of France. Some farther particulars of the events in the West Indies having come to hand too late for insertion in this chapter, will be found in the Appendix.

## CHAP. V.

1. *Mediterranean.*—State of the Barbary powers—Discussions with Lord Exmouth—Treachery of the Dey of Algiers—Murder of the Christians at Bona—Retrospect of the different attacks made on them by the European monarchs—Attack on the city of Algiers by the British fleet under the command of Admiral Lord Exmouth, and the Dutch squadron under Rear-admiral Van Capellan—Defeat of the Algerines—Release of all the slaves, and submission of the Dey—Letter of Lord Exmouth to the Secretary of the Admiralty—Concluding observations.
2. South American revolution—Affecting the tranquillity of the West India islands—Insurrection at Barbadoes—Retreat of the army of occupation from France—Improving state of that country—Misery of Spain—Its causes—Expedition to South America, to regain her colonies—Fails—Causes of that failure—Mutiny of the troops at Cadiz—Portugal similarly situated with Spain—Death of the king of Sweden—Holland improving in her internal condition—Death and character of his Majesty King George III.—Accession of his present Majesty—Motions in parliament respecting the Droits of Admiralty—Observations of Mr. Brougham and Mr. Canning—Suggestions on the appropriation of such a fund in future wars—Observations on the evacuation of Parga—Continuation of the subject—Spanish revolution continued—Naples follows the example of Spain—The Allied Sovereigns meet at Laybach—Are determined to repress the attempts of the revolutionists.  
*West Indies.*—Situation of the island of Hayti—Death of Christophe—Boyer gains possession of the whole island—State of South America—Lord Cochrane joins the insurgents, and defeats the Spanish squadron—Commanders in the British navy struck off the list for having joined the insurgents—Disturbances at Constantinople—and disagreement between Russia and the Porte—Pirates of the Persian Gulf attacked and subdued by Captain Collier and Sir William Grant Keir—State of the kingdom of Naples—the Austrian army enters

the city, and restores Ferdinand to his former unlimited authority—Sicily described by Lord William Bentinck in the House of Commons—Greeks and Turks at war—Attempts made to induce England to join with the former—Prudence of the British ministers—*Death of Bonaparte* at St. Helena—Remarks on the treatment of that prisoner—Difficulties in which the Rear-admiral and General were placed, as to his custody—Want of feeling in his followers—Remarkable instance—Inconsistency of those who in this country defended his character—Copy of his instructions to General De Caen, proving his enmity to England, and determination to invade her Indian possessions—Coronation of George IV—His Majesty sets off for Ireland—Illness and death of the queen—Fury of the mob at her funeral—Piracies in the West Indies—Measures adopted for their suppression—Unjust aspersions on the character of Naval Captains, by a writer in the Annual Register, answered and refuted—His Majesty King George IV. embarks on board the Royal George yacht, to visit Scotland—His last interview with the Earl of St. Vincent—His Majesty's departure.

THE states of Barbary, which, to the disgrace of the European powers, had been so long permitted to carry on their piratical depredations against the commerce of the Mediterranean, received this year a severe chastisement from the just vengeance of Britain, which they had long provoked, presuming that our forbearance proceeded from fear and impotency. It was not to be endured that England should tolerate what America had resented and punished: and independently of other considerations, the abolition of Christian slavery among the Barbary States, was an object well worthy of our attention. This, and the acknowledgment of the flag of the Ionian Islands, became a subject of dis-

cussion between Lord Exmouth, and the Beys of Tripoli and Tunis. The Dey of Algiers came readily into every proposal, except that of the abolition of slavery. The Beys of Tunis and Tripoli agreed entirely with Lord Exmouth, and promised to act towards their prisoners of war according to the usages of civilised nations. The Dey of Algiers was not so easily convinced of the expediency of the measure, and requested time to refer to the Grand Signior, whose subject he was. This request was granted: an Algerine minister embarked on board the Tagus, frigate, to proceed to Constantinople, for that purpose; and three months were allowed for the negotiation.

Lord Exmouth in the mean while returned to England, to receive fresh instructions, and soon departed again, with such a squadron as could not fail to command compliance where entreaties had proved unavailing. In the course of the negotiations, his Lordship stipulated for the independence of Naples and Sardinia, which, under the promise of the payment of the price of the slaves then in bondage, was agreed to. But the Moors are never to be trusted, as the tragical event which followed soon proved.

The coral fishery at Bona is resorted to in the month of May by the Neapolitan and Corsican fishermen, for the purpose of carrying on their occupation. On the 23d of May, the festival of Ascension, when these poor unsuspecting people





were going to their most solemn devotions, at one o'clock in the morning, they were surprised by a body of infantry and cavalry, cut in pieces and butchered in the most barbarous manner. Neither the Christians who were in the country nor those in the town, nor those employed in boats, were spared: almost the whole were massacred; and the British flag taken from the Consular office, was torn in pieces and trampled under foot. It is not supposed that these acts were authorised by the government; but the popular mind had no doubt been stimulated by the imprudence, if not the connivance, of the Dey of Algiers; and from that moment negotiation was ended, and it was resolved to attack his capital.

In an expedition of this magnitude, with the officer who performed it still living, it would be an act of presumption to offer any other account of the transactions, than what is contained in the letter of the Commander-in-chief to the Secretary of the Admiralty.

We may observe, however, by way of placing the merit of this action in its proper light, that although the other nations of Europe had often attempted to reduce these savages to reason, none but England succeeded in completely humbling their power.

The Emperor, Charles V.\* totally failed, and lost a great part both of his fleet and army. The

\* See the elegant history of Dr. Robertson.

Spaniards more recently, in 1601, and the English in the following year, also failed. The French fleet under the Admiral Duquesne, bombarded the city of Algiers, and set it on fire, 1632, and in 1633, repeated the attack. In 1775, the Spaniards went against Algiers, with a powerful armament, but retreated with loss. The results of their third and fourth crusade against these maritime banditti, in 1783-4, have been related in the early part of this work.

During the war of the Revolution, we have seen these people rise in their tone of insolence and exaction, according to the difficulties in which we were placed: the firmness of Lords St. Vincent and Nelson kept them, however, from any acts of open hostility. In 1816, the measure of their crimes was full, and the massacre at Bona demanded that vengeance which the navy of England, in the name of insulted Europe, had the honour of inflicting.

The accompanying plan, drawn by Mr. Alexander Lumsdale, master of the Queen Charlotte, on that occasion, has been most kindly lent to the author, for the purpose of laying it before the public; and it is presumed that this drawing, and the elaborate letter of the noble Viscount, will convey a complete description of the action, and its effects.

The Dutch squadron under Rear-admiral Van Capellan, joined the English; and we rejoice to see the flags united for the protection of real liberty against lawless depredators. The letter

from Lord Exmouth to the Secretary of the Admiralty, is as follows :

" *Queen Charlotte, Algiers Bay, August 12, 1816.*

" SIR,

" IN all the vicissitudes of a long life of public service, no circumstance has ever produced on my mind such impressions of gratitude and joy as the event of yesterday. To have been one of the humble instruments, in the hands of Divine Providence, for bringing to reason a ferocious government, and destroying for ever the insufferable and horrid system of Christian slavery, can never cease to be a source of delight and heartfelt comfort to every individual happy enough to be employed in it. I may, I hope, be permitted, under such impressions, to offer my sincere congratulations to their lordships on the complete success which attended the gallant efforts of his Majesty's fleet in their attack upon Algiers of yesterday; and the happy result produced from it on this day by the signature of peace.

" Thus has a provoked war of two days' existence been attended by a complete victory, and closed by a renewed peace for England and her ally, the king of the Netherlands, on conditions dictated by the firmness and wisdom of his Majesty's government, and commanded by the vigour of their measures.

" My thanks are justly due for the honour and confidence his Majesty's ministers have been

pleased to repose in my zeal on this highly important occasion. The means were by them made adequate to my own wishes, and the rapidity of their measures speak for themselves. Not more than one hundred days since, I left Algiers with the British fleet, unsuspecting and ignorant of the atrocities which had been committed at Bona; that fleet on its arrival in England was necessarily disbanded, and another with proportionate resources created and equipped: and although impeded in its progress by calms and adverse winds, has poured the vengeance of an insulted nation, in chastising the cruelties of a ferocious government, with a promptitude beyond example, and highly honourable to the national character, eager to resent oppression or cruelty, whenever practised upon those under their protection.

“Would to God that in the attainment of this object I had not deeply to lament the severe loss of so many gallant officers and men: they have profusely bled in a contest which has been peculiarly marked by proofs of such devoted heroism as would rouse every noble feeling, did I dare indulge in relating them.

“Their lordships will already have been informed, by his Majesty’s sloop Jasper, of my proceedings up to the 14th instant, on which day I broke ground from Gibraltar, after a vexatious detention, by a foul wind, of four days.

“The fleet, complete in all its points, with the addition of five gun-boats fitted at Gibraltar, de-

parted in the highest spirits, and with the most favourable prospect of reaching the port of their destination in three days; but an adverse wind destroyed the expectation of an early arrival, which was the more anxiously looked for by myself, in consequence of hearing, the day I sailed from Gibraltar, that a large army had been assembled, and that very considerable additional works were throwing up, not only on both flanks of the city, but also immediately about the entrance of the mole; from this I was apprehensive that my intention of making that point my principal object of attack had been discovered to the Dey by the same means he had heard of the expedition. This intelligence was, on the following night, greatly confirmed by the Prometheus, which I had despatched to Algiers some time before, to endeavour to get away the consul. Captain Dashwood had with difficulty succeeded in bringing away, disguised in midshipman's uniform, his wife and daughter, leaving a boat to bring off their infant child, coming down in a basket with the surgeon, who thought he had composed it, but it unhappily cried in the gateway, and, in consequence, the surgeon, three midshipmen, in all eighteen persons, were seized and confined as slaves in the usual dungeons. The child was sent off the next morning by the Dey, and, as a solitary instance of his humanity, it ought to be recorded by me.

"Captain Dashwood further confirmed, that about forty thousand men had been brought down

from the interior, and all the janissaries called in from distant garrisons, and that they were indefatigably employed in their batteries, gun-boats, &c. and every where strengthening the sea-defences.

"The Dey informed Captain Dashwood, he knew perfectly well the armament was destined for Algiers, and asked him if it was true; he replied, if he had such information, he knew as much as he did, and probably from the same source—the public prints.

"The ships were all in port, and between forty and fifty gun and mortar-boats ready, with several more in forward repair. The Dey had closely confined the consul, and refused, either to give him up, or promise his personal safety: nor would he hear a word respecting the officers and men seized in the boats of the Prometheus.

"From the continuance of adverse winds and calms, the land to the westward of Algiers was not made before the 26th, and the next morning at day-break the fleet was advanced in sight of the city, though not so near as I had intended. As the ships were becalmed, I embraced this opportunity of dispatching a boat under cover of the Severn, with a flag of truce, and the demands I had to make, in the name of his Royal Highness the Prince Regent, on the Dey of Algiers (of which the accompanying are copies), directing the officer to wait two or three hours for the Dey's answer, at which time, if no reply was sent, he was to return to the flag-ship: he was met near the mole

by the captain of the port, who, on being told the answer was expected in one hour, replied, that it was impossible: the officer then said he would wait two or three hours; he then observed two hours was quite sufficient.

"The fleet at this time, by the springing up of the sea-breeze, had reached the bay, and were preparing the boats and flotilla for service until near two o'clock; when, observing my officer was returning with the signal flying, that no answer had been received, after a delay of upwards of three hours, I instantly made the signal to know if the ships were all ready, which being answered in the affirmative, the Queen Charlotte bore up, followed up by the fleet, for their appointed stations; the flag, led in in the prescribed order, was anchored in the entrance of the mole, at about fifty yards distance. At this moment not a gun had been fired, and I began to suspect a full compliance with the terms which had been so many hours in their hands; at this period of profound silence, a shot was fired at us from the mole, and two at the ships to the northward then following; this was promptly returned by the Queen Charlotte, who was then lashing to the main-mast of a brig, fast to the shore in the mouth of the mole, and which we had steered for as the guide to our position.

"Thus commenced a fire as animated and well supported as, I believe, was ever witnessed, from a quarter before three until nine, without inter-

mission; and which did not cease altogether until half-past eleven.

"The ships immediately following me were admirably and coolly taking their stations, with a precision even beyond my most sanguine hope; and never did the British flag receive, on any occasion, more zealous and honourable support. To look further on the line than immediately round me was perfectly impossible, but so well grounded was my confidence in the gallant officers I had the honour to command, that my mind was left perfectly free to attend to other objects, and I knew them in their stations only by the destructive effect of their fire upon the walls and batteries to which they were opposed.

"I had about this time the satisfaction of seeing Vice-admiral Van Capellan's flag in the station I had assigned to him, and soon after, at intervals, the remainder of his frigates keeping up a well supported fire on the flanking batteries he had offered to cover us from, as it had not been in my power, for want of room, to bring him in front of the mole.

"About sunset I received a message from Rear-admiral Milne, conveying to me the severe loss the Impregnable was sustaining, having then one hundred and fifty killed and wounded, and requesting I would, if possible, send him a frigate to divert some of the fire he was under.

"The Glasgow, near me, immediately weighed, but the wind had been driven away by the can-

nonade, and she was obliged to anchor again, having obtained rather a better position than before.

" I had, at this time, sent orders to the explosion-vessel, under the charge of Lieutenant Fleming, and Mr. Parker, by Captain Reade, of the engineers, to bring her into the mole ; but the Rear-admiral having thought she would do him essential service if exploded under the battery in his front, I sent orders to this vessel to that effect, which were executed. I desired also the Rear-admiral might be informed, that many of the ships being now in flames, and certain of the destruction of the whole, I considered I had executed the most important part of my instructions, and should make every preparation for withdrawing the ships, and desired he would do so as soon as possible with his division.

" There were awful moments during the conflict which I cannot now attempt to describe, occasioned by firing the ships so near us, and I had long resisted the eager entreaties of several around me, to make the attempt upon the outer frigate, distant about one hundred yards, which at length I gave into, and Major Gossett, by my side, who had been eager to land his corps of miners, pressed me most anxiously for permission to accompany Lieutenant Richards, in this ship's barge. The frigate was instantly boarded, and in ten minutes in a perfect blaze ; a gallant young midshipman, in rocket-boat No. 8, although forbidden, was led by his ardent spirit, to follow in support of the barge,

in which he was desperately wounded, his brother officer killed, and nine of his crew. The barge, by rowing more rapidly, had suffered less, and lost but two.

"The enemy's batteries around my division were about ten o'clock silenced, and in a state of perfect ruin and dilapidation, and the fire of the ships was reserved as much as possible, to save powder, and reply to a few guns now and then bearing upon us, although a fort on the upper angle of the city, on which our guns could not be brought to bear, continued to annoy the ships by shot and shells during the whole time.

"Providence at this interval gave to my anxious wishes the usual land wind, common in this bay, and my expectations were completed. We were all hands employed warping and towing off, and by the help of the light air, the whole were under sail, and came to anchor out of reach of shells, about two in the morning, after twelve hours' incessant labour.

"The flotilla of mortar, gun, and rocket-boats, under the direction of their respective artillery officers, shared, to the full extent of their power, in the honours of this day, and performed good service; it was by their fire all the ships in the port (with the exception of the outer frigate) were in flames, which extended rapidly over the whole arsenal, store-houses, and gun-boats, exhibiting a spectacle of awful grandeur and interest, no pen can describe.

"The sloops of war which had been appropriated to aid and assist the ships of the line and prepare for their retreat, performed not only that duty well, but embraced every opportunity of firing through the intervals, and were constantly in motion.

"The shells from the bombs were admirably well thrown by the royal marine artillery; and although thrown directly across and over us, not an accident, that I know of, occurred to any ship.

"The whole was conducted in perfect silence, and such a thing as a cheer I never heard in any part of the line; and that the guns were well worked and directed, will be seen for many years to come, and remembered by these Barbarians for ever.

"The conducting this ship to her station by the Master of the fleet and ship, excited the praise of all. The former has been my companion in arms for more than twenty years.

"Having thus detailed, although but imperfectly, the progress of this short service, I venture to hope, that the humble and devoted services of myself and the officers and men of every description I have the honour to command, will be received by his Royal Highness the Prince Regent with his accustomed grace. The approbation of our services by our sovereign, and the good opinion of our country, will, I venture to affirm, be received by us all with the highest satisfaction.

"If I attempted to name to their Lordships the

numerous officers who, in such a conflict, have been at different periods more conspicuous than their companions, I should do injustice to many; and I trust there is no officer in the fleet I have the honour to command, who will doubt the grateful feelings I shall ever cherish for their unbounded and unlimited support. Not an officer nor man confined his exertions within the precise limits of their own duty; all were eager to attempt services which I found more difficult to restrain than excite; and no where was the feeling more conspicuous than in my own captain, and those officers immediately about my person. My gratitude and thanks are due to all under my command, as well as to Vice-admiral Capellan, and the officers of the squadron of his Majesty the King of the Netherlands; and I trust they will believe that the recollection of their services will never cease but with my life. In no instance have I ever seen more energy and zeal; from the youngest midshipman to the highest rank, all seemed animated by one soul, and of which I shall with delight bear testimony to their Lordships, whenever that testimony can be useful.

"I have confided this Dispatch to Rear-admiral Milne, my second in command, from whom I have received, during the whole service intrusted to me, the most cordial and honourable support. He is perfectly informed of every transaction of the fleet, from the earliest period of my command, and is fully competent to give their Lordships satisfaction on any points which I may have overlooked, or

have not time to state. I trust I have obtained from him his esteem and regard, and I regret I had not sooner been known to him.

"The necessary papers, together with the defects of the ships, and the return of killed and wounded, accompany this dispatch, and I am happy to say Captains Ekins and Coode are doing well, as also the whole of the wounded. By accounts from the shore, I understand, the enemy's loss in killed and wounded is between six and seven thousand men.

"In recommending my officers and fleet to their Lordship's protection and favour,

"I have the honour to be, &c.

"EXMOOUTH."

*A general Abstract of the Killed and Wounded in the Squadron under Admiral Lord Exmouth's Command, in the Attack of Algiers, the 27th of August, 1816.*

<i>Ships.</i>	<i>Guns.</i>	<i>Killed.</i>	<i>Wounded.</i>	<i>Commanders.</i>
Queen Charlotte	110	8	131	{ Adm. Lord Exmouth, G.C.B. Captain J. Brisbane, C. B.
Impregnable ..	98	50	160	{ Rear-admiral Milne Captain Edw. Brace, C.B
Superb .....	74	8	84	Captain Charles Ekins
Minden .....	74	7	37	Wm. Paterson
Albion .....	74	3	16	John Coode
Leander .....	50	17	118	Edward Cheetham, C.B.
Severn .....	44	3	34	Hon. T. W. Aylmer
Glasgow .....	44	10	37	Hon. A. Maitland
Granicus ....	36	16	42	W. F. Wise
Hebrus .....	36	4	15	Ed. Palmer, C.B.
Heron .....	16	—	—	George Bentham
Mutine .....	18	—	—	James Mould
Prometheus ..	16	—	—	W. B. Dashwood
Cordelia .....	10	—	—	W. Sargent

<i>Ships.</i>	<i>Guns.</i>	<i>Killed.</i>	<i>Wounded.</i>	<i>Commanders.</i>
Britomart ...	19	—	—	R. Riddell
Belzebub ...	bomb	—	—	Wm. Kempthorne
Infernal.....	do.	2	17	Hon. G. J. Perceval
Hecla .....	do.	—	—	W. Popham
Fury .....	do.	—	—	C. R. Moorson
		—	—	
Total ...	128	690		

*Dutch Squadron.*

<i>Ships.</i>	<i>Killed.</i>	<i>Wounded.</i>	<i>Commanders.</i>
Melampus .....	3	15	{ Vice-adm. Baron Van Capellan Captain De Muir
Frederica .....	—	5	
Dageraad.....	—	4	Captain Vander Straten
Diana .....	6	22	Captain Polders
Amstel .....	4	6	Captain Zervogel
Eendracht .....	—	—	Captain Vander Hart
	—	—	Captain Wardenburgh
Total ...	13	52	
British squadron	128	690	
	—	—	
	141	742	Grand Total, 883.

*Flotilla.*

5 gun-boats  
 10 mortar-boats, launches  
 8 rocket-boats, flats  
 32 gun-boats, barges, and yawls  
 —  
 55

The whole commanded by Captain F. T. Mitchell, assisted by Lieutenant John Davies, of the Queen Charlotte, and Lieutenant Thomas Revans, flag-lieutenant to Rear-admiral Milne.

*Memorandum of the Destruction in the Mole of Algiers, in the Attack of the 27th of August, 1816.*

4 large frigates, of 44 guns.  
 5 large corvettes, from 34 to 30 guns.  
 All the gun and mortar-boats, except seven; 30 destroyed.  
 Several merchant-ships and schooners.  
 A great number of small vessels of various descriptions.

All the pontoons, lighters, &c.

Store-houses and arsenal, with all the timber and various marine articles, destroyed in part.

A great many gun-carriages, mortar-beds, casks, and ship stores of all descriptions.

*"H. B. M. Ship Queen Charlotte, Algiers Bay,  
August 28, 1816.*

"SIR,

"For your atrocities at Bona on defenceless Christians, and your unbecoming disregard to the demands I made yesterday, in the name of the Prince Regent of England, the fleet under my orders has given you a signal chastisement, by the total destruction of your navy, storehouses, and arsenal, with half your batteries.

"As England does not war for the destruction of cities, I am unwilling to visit your personal cruelties upon the inoffensive inhabitants of the country, and I therefore offer you the same terms of peace which I conveyed to you yesterday in my sovereign's name: without the acceptance of these terms you can have no peace with England.

"If you receive this offer as you ought, you will fire three guns, and I shall consider your not making this signal as a refusal, and shall renew my operations at my own convenience.

"I offer you the above terms, provided neither the British consul, nor the officers and men so wickedly seized by you from the boats of a British ship of war, have met with any cruel treatment, or any of the Christian slaves in your power, and I repeat my demand, that the Consul, and officers

and men, may be sent off to me, conformably to ancient treaties.

"I have, &c.

"EXMOOUTH."

"*To his Highness the Dey of Algiers.*"

"Queen Charlotte, Algiers Bay, Aug. 30, 1816.

"GENERAL MEMORANDUM.

"The Commander-in-chief is happy to inform the fleet of the final termination of their strenuous exertions, by the signature of peace, confirmed under a salute of twenty-one guns, on the following conditions, dictated by his Royal Highness the Prince Regent of England:—

- I. The abolition, for ever, of Christian slavery.
- II. The delivery, to my flag, of all slaves in the dominions of the Dey, to whatever nation they may belong, at noon to-morrow.
- III. To deliver, also, to my flag, all money received by him for the redemption of slaves since the commencement of this year, at noon, also, to-morrow.
- IV. Reparation has been made to the British consul for all losses he may have sustained in consequence of his confinement.
- V. The Dey has made a public apology, in presence of his ministers and officers, and begged pardon of the Consul, in terms dictated by the Captain of the Queen Charlotte.

"The Commander-in-chief takes this opportunity of again returning his public thanks to the admirals, captains, officers, seamen, marines, royal marine artillery, royal sappers and miners, and the royal rocket corps, for the noble support he has received from them throughout the whole of this arduous service, and he is pleased to direct, that on Sunday next a public thanksgiving be

offered up to Almighty God for the signal interposition of his Divine Providence, during the conflict which took place on the 27th, between his Majesty's fleet and the ferocious enemies of mankind.

“It is requested that this memorandum may be read to the ships' companies.”

“*To the Admirals, Captains, Officers, Seamen, Marines, Royal Sappers and Miners, Royal Marine Artillery, and the Royal Rocket Corps.*”

“Queen Charlotte, Algiers Bay, Sept. 1, 1816.

“SIR,

“I have the honour to acquaint you for their Lordships' information, that I have sent Captain Brisbane, with my duplicate dispatches, as I am afraid that Admiral Milne, in the Leander, who has charge of the originals, may experience a long voyage, the wind having set in to the westward a few hours after he sailed.

“Captain Brisbane, to whom I feel greatly indebted for his exertions and the able assistance I have received from him throughout the whole of this service, will be able to inform their Lordships upon all points that I may have omitted.

“Admiral Sir Charles Penrose arrived too late to take his share in the attack upon Algiers, which I lament, as much on his account as my own; his services would have been desirable in every respect.

“I have the satisfaction to state, that all the slaves in the city of Algiers, and immediately in its vicinity, are embarked; as also three hundred

and fifty-seven thousand dollars for Naples, and twenty-five thousand five hundred for Sardinia. The treaties will be signed to-morrow, and I hope to be able to sail in a day or two.

“The Minden has sailed for Gibraltar to be refitted, and will proceed from thence to her ultimate destination (the East Indies).

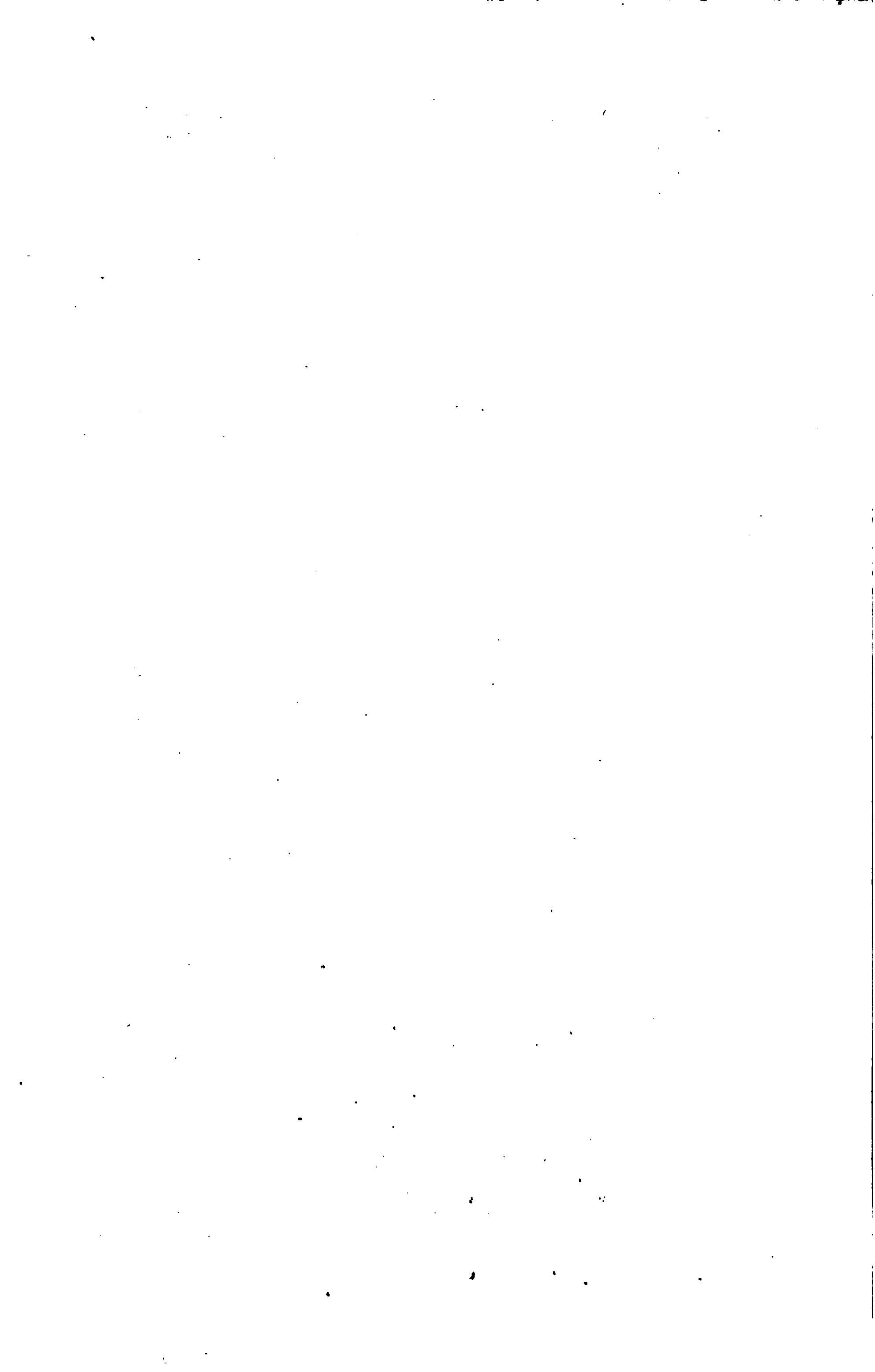
“The Albion will be refitted at Gibraltar for the reception of Sir Charles Penrose’s flag. The Glasgow I shall be obliged to bring home with me.

“I have the honour, &c.

“EXMOUTH.”

“To John Wilson Croker, &c. &c. &c.  
Admiralty.”

This was a proud epoch for England,—a climax worthy of her great name, and the cause in which she had fought and bled. The humiliation of these people, so long the pest of European commerce, gained for our navy and country, and the hero who animated our fleet, the unanimous approbation of the world. Europe now, for the first time since the fatal national assembly, was “at unity with itself.” Clamours indeed resounded, for the redress of many grievances which had grown out of the war, and many parts of France were supposed to be on the eve of an insurrection in favour of Napoleon; but these discontents were appeased by the wisdom and moderation of Louis XVIII. and the expiring sounds of revolutionary discord were feebly conveyed to England in the “Voice from St. Helena.”





On the 7th of November, Rear-admiral Penrose, who was left Commander-in-chief in the Mediterranean, addressed an official letter to the respective British consuls, in which he stated, that after the victory obtained by Lord Exmouth, he had sent dispatches to the government of Tripoli and Tunis, to announce the glorious event, and to recommend to the Bashaw and Bey, to make concessions to the Prince Regent of England, similar to those which had been extorted from the Dey of Algiers: that both these officers had acceded to his proposals, and that not a Christian remained in Barbary against his consent: all had been liberated, and the Rear-admiral had the satisfaction of sending off eighty-three Roman subjects to Civita Vecchia.

South America and the West Indies, after the pacification of Europe, began to feel the flames of civil discord. The landing of Sir Home Popham at Buenos Ayres, and of Miranda at Venezuela, laid the foundation of those scenes, which, after a civil war of fifteen years, are not yet concluded. Bolivar, the South American Washington, took upon him to establish the liberty of his country, and has succeeded; but whether the southern continent of the new world is capable of forming a rational and free government, like the people of the north, is a question on which we have very considerable doubts. The ignorance of the Spaniards in the mother country almost amounts to a proverb: those of the new world are ten times

worse. No sources of information are open to these people, save what the inquisition or the priests may think proper to admit. The revolution of the southern hemisphere was, in consequence, marked with more blood, and greater horrors, in proportion as the people were more removed from civilization. Their famous declaration was published at Buenos Ayres on the 19th of July, 1816. By this instrument, Spanish America was declared to be for ever free and independent of Ferdinand VII. and his successors. It will not be expected that this history, already extended beyond the proposed limits, should enter into the intricate details of the great western revolution, in which the navy of England had no participation.

An event so important, could not fail to produce a corresponding action in the neighbouring islands: Barbadoes, the seat of the Leeward Island government, experienced a temporary revolt among the slaves, during the absence of Lieutenant-general Sir James Leith on the expedition to Guadalupe. It is remarkable that this officer returned to Barbadoes in a French vessel; but before his arrival tranquillity was restored, after twenty estates had been laid waste by fire, and nine hundred slaves killed or wounded, besides many prisoners taken. It must be observed that the insurrection was not general, though the effects on the planters were most destructive; and as the fate of the other islands appeared to depend on the issue of the conflict at Barbadoes, its pro-

gress was watched with the utmost solicitude, and Jamaica trembled for its existence.

The Nepaul war in the East Indies had in 1815 given activity to all our forces in that part of the world, but here, also, victory crowned the efforts of our soldiers, and the arms of the British empire were triumphant in every quarter of the globe.

The year 1817 was not marked by any naval event worthy of commemoration.

In the year 1818, the army of occupation was withdrawn from the French territory, by the unanimous decision of the allied powers. France, returning to a state of internal tranquillity, began to lose her military mania, which had been cruelly and unjustly nourished by her former governments. In proportion as the soldiers accustomed to serve under the Republican and Napoleon systems died away, the clamour of war subsided; peace, commerce, confidence, and a revival of agriculture, began to operate, and to restore the house of Bourbon to the good opinion of the people. The bloody lesson taught by the revolution has not been lost either upon the king or his subjects; and the relative duties of the one to the other are better understood, and more generally practised. France, an enlightened nation, we may hope one day to see united with Britain in the cause of public freedom, from whatever quarter it may be assailed. We wish we could add as much in favour of Spain; but the rulers of the peninsula being sunk into the most unconquerable ignorance

and bigotry, the case of their country is hopeless, without a miracle. Spain, which once lent its assistance to the British colonies of North America to throw off the yoke of the parent state, has now, by the same natural re-action, lost her own. It is true she has her islands both in the East and West Indies, but her continental dominions in the new world, are torn from her for ever.

Charles IV. the abdicated monarch, ended his useless life at Rome on the 20th of January, 1819, in the seventy-first year of his age. Our readers are too well acquainted with the character and talents of his son and successor, to form very sanguine hopes of the melioration of the country under his sway. Divided by factions, the kingdom was infested with robbers; industry, public spirit, learning, and the arts, are lost, because the laws are too weak to support them. The expedition which had assembled in the harbour of Cadiz, for the chimerical purpose of regaining the revolted colonies in South America, had been so long detained for want of money and other causes, that a mutiny broke out among the troops. Spain having no ships of her own to send out, borrowed some from Russia; but when they arrived at Cadiz, they were discovered to be unfit for the purpose of navigation; the soldiers and sailors refused to embark in them; and a general mutiny put an end to the expedition. Elio, the governor of Valencia, in his endeavours to stifle the popular feeling of the south, committed crimes shocking to

humanity, and for which he soon after atoned with his life. Ferdinand was the phantom of a king, ruling a desolate country, armed with the attributes of vengeance, but never exercising the prerogative of mercy.

Portugal, ostensibly in a better condition than Spain, is in reality much the same. The provinces which she possessed on the Rio Janeiro and at Pernambuco, have come to a friendly separation, and are governed by the same family.

The King of Sweden died on the 5th of February, and the race of Gustavus was succeeded by Charles John, the fortunate general of Bonaparte.

Holland, though still feeble and emaciated from the persecutions and conscriptions of the French, is regaining strength. United with Belgium, and put in possession of the colonies which had been wrested from her by England, and restored by an act of gratuitous generosity, she begins to revive; and though she can never be a great maritime power, she may, under the guarantee of Russia and Prussia, be always opulent, respectable, and happy.

In the year 1819, we have nothing to remark, except discoveries, of which we shall speak hereafter.

The year 1820 was memorable for Great Britain. On the 29th of January, his Majesty, King George III. expired at Windsor, in the eighty-second year of his age, and the sixtieth of his reign.

The character of this great monarch and upright man, is displayed in the state of prosperity in which the wisdom of his councils left the country, and the effect which the example of his private virtues produced on society. The firmness of his mind saved the state under the trying vicissitudes of the American rebellion, of the revolutionary and treasonable meetings of 1793, 4, and 5, of the mutiny in 1797, and the Irish insurrection in the following year; and finally, his undaunted and inflexible courage supported the empire in all the perils of a long and bloody war, until it pleased the Almighty to deprive him at once of his sight and his reason. It is not the province of the naval historian to give the character and eulogium of a departed monarch, but as George III. loved his navy, as he was intimately acquainted with every part of our profession, we dwell on his revered memory with peculiar regard and affection. When presented at his levee, His Majesty always conversed with his officers in the most gracious and condescending manner. He knew the force, and generally the qualities, of most of the ships of the line, and many of the frigates. He varied his remarks according to the rank and station of the person whom he addressed: he inquired where he had served, what ship he had commanded, where he had been wounded; and even made himself acquainted with the state of the country, both commercial and political, in which the officer had last

served. None retired from his presence dissatisfied : all were charmed and flattered by his notice and affability.

The empire of the seas having been firmly established during his eventful and auspicious reign; his son and successor, King George IV. had less of naval than military conflict. The great sea-fights recorded in the foregoing history having laid open the coasts, and almost the harbours, of our enemy, the navy had little more to do than to land the army, to co-operate with the troops when near the sea-shore, or to transport them from one place to another, according to the calls of the service. Hence the facility with which the vast supplies of men and *materiel* were forwarded to the seat of war. George IV. pursuing the policy of his royal father, strangled the hydra of revolution, and fixed the tottering monarchies of Europe on a firmer basis than they had ever known before.

The application of the Droits of Admiralty became again the subject of debate in parliament; and as their amount arose chiefly from the exertions of the navy, during the wars of the revolution, we think it just that the navy should be informed how they were disposed of.

On the 2d of May, Mr. Brougham made his motion respecting this accumulated fund, contending that the honour and dignity of the crown, the judges, and the speaker of the house of commons, ought not to depend on such a source ; that the Crown should have the control of these droits, was

a dangerous privilege—it might be induced to go to war for the sole purpose of obtaining them. He instanced the conduct of Charles II. who undertook a war against the Dutch, only for the purpose of seizing the Smyrna fleet. He referred to much later times: he mentioned the Dutch prizes (taken by Commodore Essington), and the seizure of the Spanish treasure. Whether he meant to refer precisely to the action off Cape St. Vincent, when the four Spanish frigates were attacked by Captain (now Sir Graham) Moore, we know not; if he did he was not correct in stating that “£2,200,000 were acquired by attacking unarmed, defenceless men, who knew no reason for such a proceeding, except that they had dollars on board their ships.” By referring to our account of this action, our readers will see it in a very different point of view: the ships were neither unarmed nor defenceless; and the reasons assigned for their detention were not only justifiable but unanswerable. Mr. Brougham designated this and similar proceedings as foul blots on the honour of the country, and recommended the house to wipe away the vile relics of feudal barbarism.

Mr. Canning answered him with great warmth, declaring that himself and his colleagues would reject with disdain any boon which was offered as an inducement to barter away the honour of the royal prerogative. He candidly admitted that the Droits of Admiralty in the late reign amounted to about £9,700,000, out of which he said there had

been paid to captors, and for various law expenses, £5,372,000: that something more than £4,000,000 remained to be accounted for—that £2,600,000 had been appropriated to the public service; and that two several sums had been given—one in aid of the civil list, the other to the 4½ per cent. fund: the first of these contributions was £1,300,000; the second £40,000. There still remained £380,000 to be accounted for, and that sum, the honourable gentleman said, had been paid partly in donations, to the different branches of the royal family, and partly in entertainments to foreign sovereigns. After a very long debate, the motion of Mr. Brougham was lost, by a majority of 273 against 145.

As an officer commanding some of his Majesty's ships which had effected many of the captures called Droits of Admiralty, the author is bound to declare, that in every instance, whether Danish, Dutch, or American vessels, the proportion allotted to the captor was an ample remuneration; and he has no doubt that the same feeling prevails generally throughout the navy. That the disposal of the fund has been satisfactorily accounted for, we believe will be admitted; but he still retains the opinion that from such a fund a stream might flow, to increase the annual income of the seamen, or their families, while employed in the service of their country. Emolument arising to the crews of his Majesty's ships in the shape of prize-money, too often found its way into the pockets of the most corrupt and abandoned people at our

sea-ports, and it may be doubted whether more than one seaman in a hundred is benefitted by riches so acquired: we do therefore, most earnestly trust and hope, that in a future war, some legislative enactment to remedy this evil will be carried into effect. The detention of vessels which form the fund called Droits of Admiralty, is generally caused by an anticipation of war with the power to which they belong; custom and reason have given a large proportion to the captors, beyond this, a part should go to the general fund. We have no right to say that we cannot raise men without impressment, until we have tried every means by which they might be induced to give their voluntary services: this, it is conceived, would hold out one very powerful stimulus to the lower classes; medals, some exemption from corporal punishment, leave of absence, and limited service, would do the rest.

The cession of Parga to the Turks was brought before the house of commons on the 29th of June. Lord John Russel, who opened the debate, declared that it was a case of as notorious treachery as had ever occurred; for although the Parguinoles were not named in the treaty of 1815, yet being included in that of 1800, they had a right to demand that their property and religion should not be sacrificed to the Turks: that both were, is unhappily too true, and the compensation held out to them for depriving them of their homes and their lands, was totally inadequate. For the deeply-interest-

ing particulars of this transaction, we are indebted to the Edinburgh Review, No. LXIV., to which the reader is referred. We flatter ourselves that the justice of our country was uncontaminated by its interference in this melancholy transfer; but we cannot help sympathising with the unhappy people who, depending on us for support, were suddenly left with the option of Turkish cruelty at home, or (with their wives and children) to become helpless wanderers in a foreign land.

We never have been, and fear we never shall be, friendly to our colonial system, more particularly as it relates to the government of the Ionian islands and other insular possessions in the Mediterranean. The violation of the quarantine laws at Malta, and the imposition of duties, had, four years ago, reduced that island to the lowest state of commercial distress; much remains yet to be done before these, and other valuable British possessions, can be considered to partake fairly in the benefits of our constitution, we confine ourselves to general terms, unwilling to make an invidious distinction, or excite discontent; some of our colonies and islands are locally and politically better situated than others; but the danger of all is, that their commerce may be smothered by overwhelming duties, and their internal tranquillity endangered by false and meddling sensibility.

All the efforts of Spain to regain her colonies in the New World were blasted, and rendered abortive, in so singular and decided a manner, as to

justify the presumption of the immediate interference of Providence. After the mutiny of the troops had been suppressed by the Conde de Abisbal, fresh levies were made; and a new army again appeared at Cadiz, but the fever, or plague, destroyed and dispersed it; and in the month of December, when it had re-assembled to the amount of sixteen thousand men, another mutiny, more alarming and better organised than that of the preceding summer, very nearly overturned the Spanish monarchy. This great movement was chiefly planned and executed by the Colonels Riego and Quiroga. On the 1st of January, 1820, these officers proclaimed the Constitution of 1812, as adopted by the Cortes. Corunna, Vigo, Ferrol, and Pontevedra, where military were stationed, followed the example. Abisbal himself joined the cause of the Constitution; and Ferdinand was forced to submit to the will of a military mob, because he had refused to ratify the promises which he had made on his restoration to freedom. Portugal partook in the internal commotion of Spain, and the whole peninsula was in arms for an object which very few among them understood. A nation sunk in ignorance, bigotry, and superstition, cannot, by the mere motion of its will, rise at once into the enjoyment of freedom and rational liberty. Spain and Italy, having once surrendered their liberties, could never regain them. History affords no instance of the resuscitation of kingdoms, without undergoing the evil of foreign conquest—the

ordeal of fire and sword. The causes of the decay of Spain we have already attempted to account for: her colonies have avenged themselves on the parent state: the fable of Midas has been realised by an influx of the precious metals, and the desire of avarice has been glutted to its own destruction: true wealth is only to be found on the surface, not in the bowels, of the earth. England, should she ever possess the mines of Mexico, which Heaven forbid! will, at no distant period, be lulled in the lap of luxury, and when senseless from repletion, and sunk in sloth, will lose the power and the means of thinking and acting for herself; she will then experience the fate of other nations, and her fall will be rapid and terrible, in proportion to the eminence on which she now stands.

Naples, governed by the weakest of monarchs, could not but look with interest on the political arrangements and apparently enviable constitutions of her neighbours; nor were the Carbonari long in proclaiming their sentiments: Ferdinand of Naples was desired peremptorily to adopt the constitution of Spain. Such was the new ferment which threatened the peace of Europe. Unlike the revolution of France, it seemed to have a more rational, peaceful, and legitimate object: here was no wish to overturn altars and thrones, to murder the rich and pillage their houses, or to carry arms into the neighbouring countries, and spread doctrines destructive of human happiness. The powers of

Europe, however, which had so recently put down the spirit of wild reform, could not see with perfect composure the prospect of a renewal of all their labours and dangers. Free constitutions in the south of Europe might have been imitated in the north: Austria, too, held the Milanese and the Venetian states in subjection; Prussia was a military government; Russia an absolute monarchy. These considerations induced the kings composing the Holy Alliance to choke the stream which, by running through the neighbouring lands, might increase to an unconquerable torrent. A conference of crowned heads and their representatives, was held at Laybach; Ferdinand of Naples was desired to attend; Lord Stewart, the British ambassador, was there also, but it is believed gave no encouragement to hope that England would join in the attempt to subvert the spirit of continental liberty founded on honest principles. The result of these deliberations was, that Spain, Portugal, and Naples, should return to the ancient order of things, and this decree was finally executed.

The island of Hayti, in the West Indies, had not, after twenty-nine years of blood and conflagration, obtained a government which could protect its people from wrong, and ensure their domestic happiness. Christophe, a cruel and merciless tyrant, had succeeded to the government: by murders he had obtained his power, and by the same means hoped to keep it. The negroes, left to themselves, would soon put to silence all the

**Utopian theories of our false philanthropists.** St. Domingo has proved the truth of this proposition. The Blacks will always govern themselves according to the power of the strongest, by the force of the one acting on the fears of the other party. On the 5th of October, a conspiracy having been formed, the troops of the tyrant revolted, and Christophe, expecting the same treatment which he had shewn to others, prevented the designs of his enemies by a voluntary death.

Boyer, the mulatto chief, who had long been the rival of Christophe, no sooner heard of his decease, than he entered his territories with an army of twenty thousand men, and after a very trifling resistance, took the city of Cape François, the seat of the old government. He was received with joy by all, since none had the power of opposing him, and a new dynasty sprang up in St. Domingo, where civil wars and famine had diminished the population to about one-sixth of what it was in 1792. From the best information we have been able to obtain, the island had, in 1822, little more than eighty thousand people: at the commencement of the unhappy revolution, Mr. Bryant Edwards estimated the number at half a million.

The independence of Hayti, however wretched the people might be with such a change, was an alarming epoch for the inhabitants of Jamaica, and coupled with the mistaken zeal of the emancipators in this country, depreciated their property

to a ruinous extent. If the legislature of this country does not give support to the Colonial system, by lowering the duties, and discouraging the wholesale purchase of freedom, our West India property will suffer still further diminution.

War, with all its accompanying horrors, seemed to have taken a western course, and after having for a long succession of years afflicted the old world, it crossed the Atlantic, and ravaged the new. South America, from Buenos Ayres to Maracaibo, felt the scourge: Chili and Peru were drenched in the blood of their people. Lord Cochrane, who had been displaced from the list of British naval officers, offered his services to the Chilian government: he was gladly received, and having equipped a small squadron, defeated that of Spain, and declared the provinces which still held their allegiance in a state of blockade. This district contained the whole coast of Peru; from the 2d to the 21st degree of south latitude. A British squadron was kept constantly in the Southern Pacific Ocean, to watch the movements of the hostile navies, and protect British commerce. Commodore Bowles was succeeded by Sir Thomas Hardy, and both these officers having a very difficult task to perform, obtained the objects for which they were sent, without compromising the interests of their country. Five or six British naval officers having entered the Chilian service: contrary to the king's proclamation, and in direct disobedience to

the orders of the Admiralty, were struck off the list of the navy. They were all commanders.

In the year 1820, the city of Constantinople, and the whole Turkish government, exhibited the most alarming symptoms of internal commotion and weakness of counsel. Ali Pacha, of Albania, a daring leader of rebellion, defied the armies and the authority of the Sultan, and though defeated and compelled to retreat, still held out with an obstinacy peculiar to that race of people. He shut himself up in the fortress of Janina, where the Turks blockaded him, but were obliged at the end of the year to raise the siege, and Ali again took the field with another army. Serious discussions commenced about the same time between Russia and the Porte, on the old subject of Moldavia and Wallachia. Great disorders ensued in Constantinople; the Russian ambassador, Count Strogonoff, was insulted by the mob and the Janissaries: some of the latter were strangled, and a due apology being offered was accepted; but the seeds of animosity were not perfectly removed.

The pirates of the Persian Gulf having forgotten the chastisement inflicted on them by Captain Wainwright, began again, after a lapse of nine years, to follow their former practices. The government of Bombay fitted out an expedition to destroy them; and Major-general Sir William Grant Keir was intrusted with the command of the troops. Captain Francis Augustus Collier, of his Majesty's ship the Liverpool, conducted the naval part, fol-

lowed by two sloops of war, some Bombay marine and transports.

Rear-admiral Sir Richard King, who was Commander-in-chief in the East Indies at that period, had given such orders to Captain Collier as had completely met the whole exigencies of the case. The most perfect harmony prevailed, as it ever should, between the army, navy, and civil service. Four thousand nine hundred and twenty-eight tons of transport shipping were employed on the expedition, containing a body of three thousand troops. The King of Persia, it would seem, viewed the operations of our army with some jealousy, and discouraged the co-operation of his forces. The Prince of Schiraz, however, received from his Persian Majesty such instructions as left him the power to assist the English with water and provisions, if not to co-operate actively in their favour. Ras al Kyma, the principal resort and head-quarters of these freebooters, was again taken by our troops, the fortifications destroyed, and all their vessels burnt or sunk. The Lords Commissioners of the Admiralty, as well as the Government of India, expressed themselves highly satisfied with the conduct of Captain Collier, and the Commanders Loch and Walpole, of the Eden and Curlew, sloops of war. It is remarkable that our navy, at peace with the powers of Europe, should have been employed about the same time in the East and West Indies, in repressing piracies, and in both countries with equal success.

The political movements of the Holy Alliance at Laybach, with reference to the revolutions in Spain, Portugal, and Naples, were watched with the most unceasing vigilance by the people of England, both in and out of parliament, and it is probable that on no subject did the whole country, from the king to the lowest of his subjects, ever feel more perfectly unanimous. We had not fought against liberty : for twenty-two years we wished all the nations of the earth the same freedom which we ourselves enjoyed ; and we hailed the dawn of their emancipation without taking any active part in the cause. Our squadron, it is true, cruised in the bay of Naples, and the Vengeur, a British ship of the line, conveyed Ferdinand to Leghorn, on his way to Laybach, to answer the summons of the Allied Monarchs ; but here our co-operation ended, and the British government declared its decided neutrality, unless Austria and Prussia sought to aggrandize themselves at the expense of the disturbed countries. The Austrian army found no obstruction on its way to Naples, which city it entered early in the year, and re-established the royal authority.

Much and very animated discussion ensued on these important subjects, in parliament, where his Majesty's ministers completely exonerated themselves, and carried with them the voice of the country.

On the 19th of January, Lord William Bentinck

whom we have frequently had occasion to mention in honourable terms for his conduct in Sicily, and on the coast of Calabria, made a very important motion in the House of Commons, respecting the affairs of Sicily. His Lordship, in a short but clear and able speech, presented a masterly sketch of the political state of that island, and of the want of faith which the king of Naples had evinced towards his people.

In 1805, said his Lordship, the royal family quitted Naples, and retired to Sicily, where they had the protection of the British army. Murat had possession of Naples, and meditated the invasion of Sicily, from whose government Sir John Stewart could only obtain one regiment of cavalry for its defence; and when Murat's invasion did take place, it was repelled by British valour, aided not so much by the Sicilian government as by the voluntary efforts of the people. Six years elapsed in much the same spirit, when it was determined to place matters on a better footing. The Neapolitan advisers were removed, and Sicilian ministers placed in their stead. Unfortunately the king made his appearance at that moment, and it was feared that by pursuing the former measures, the country would be ruined by the annihilation of the new constitution. Under these circumstances the hereditary prince was appointed to a commanding situation: the new code was formed and every thing went on well. In the course of nine months

seven thousand men were detached to Spain, and shortly after, more than double that number were available. The Neapolitan army, which before that period had been perfectly useless, soon became worthy of assisting in the common cause.

In 1812, the three houses had unanimously agreed on the basis of a new form of constitution: On that occasion the Barons of Sicily presented one of the most glorious spectacles that the world ever beheld, or history ever recorded. They surrendered their own feudal rights, and determined to adopt, as far as possible, the form of the British constitution: the three chambers were reduced to two: the lords spiritual and temporal formed one; and the commons the other. The parliament met in the years 1813, 14, and 15. In 1814 the British troops evacuated the island: the king resumed the reins of government, and renewed his oath to observe inviolably the form of the constitution which had been established. In 1815, his Majesty returned to Naples; but before his departure, the British minister gave in a document, stating, that from a total change of circumstances, British influence was about to cease in the island, and that if the government of Sicily required alteration, this country could have no objection to it, provided such alteration were made conformably to the existing laws, and with the free consent of the nation; concluding with the express statement that England could not allow any violent or arbitrary change in the existing constitution.

Instructions had been sent out in 1815, than which nothing could have been drawn up better calculated to promote the welfare of Sicily; but what efforts, said Lord William, were made, to give effect to these instructions? none whatever: they were received with joy in Sicily, but were immediately followed by a decree of the king, which united Sicily and Naples. This act of union, so far from supporting the Sicilian constitution, destroyed it altogether: it destroyed the rights and privileges of the people, and made Sicily a Neapolitan province. Such is the history of this interesting island, taken from the lips of a man of honour, and a soldier of character, who knew more of Sicily than many of his contemporaries. His motion founded on the above statement was lost, in a very thin house. The British government did not feel itself pledged to support the new constitution of Sicily, however analogous to our own: it was moreover stated by Lord Castlereagh, that the transactions having taken place six years before, he did not see the necessity of our referring to it at so late a period:

The naval establishment at St. Helena, for the safe custody of Bonaparte, had long, and we think unjustly, been complained of, as an intolerable expense to the country. Economy is no doubt desirable in a state; but there is a point where the existence of this virtue ends in extravagance, and such Great Britain will no doubt find it, should she reduce her naval forces in peace to so low an

ebb as to destroy their elasticity, and prevent their rising when the emergencies of war call for their services. The custody of Bonaparte, it was triumphantly stated by the advocates for economy and reform, cost us £400,000 per annum: true; but this money, "though cast upon the waters," was not thrown away. An active squadron between the Cape of Good Hope and St. Helena, gave employment to between two and three thousand officers and men; rendered them expert in their profession; and being all volunteers, they were available to any service that might have occurred. The flag of a Rear-admiral was flying on the station, in a ship of the line, and a strong squadron of frigates and sloops of war, kept a constant watch round the island, and held frequent communication with the Cape of Good Hope and with England. The burthen, however, of supporting this expense was effectually removed from us by an unexpected event. Napoleon, from long inactivity, and a want of that stimulus to action which had been the employment of his early life, added to a deep sense of the privation of liberty under which he laboured, had contracted a disease which he seems to have had no wish to conquer, and which, on the 5th of May, terminated his earthly career. As the enemy of this meteor of the human race, we have ever held him up as a bold, bad man. The sufferings which he inflicted on mankind were dreadful, and when it is remem-

bered that his object was the gratification of private ambition, we cannot easily forgive him, nor can we think these evils counterbalanced by any benefit derived to his country; of his detention at St. Helena we are not prepared to speak: we have read all that has been written on the subject, and have met with such contradictory evidence, from men of honour, that we shall forbear to enter deeply into the question. That he was well treated by Sir George Cockburn, Sir Pulteny Malcolm, Admiral Plampin, and Admiral Lambert, is proved. Of the military part of his guardianship we can say nothing. The safety of Europe required that he should be debarred from holding any communication with his friends, and the order was complied with to the letter, but, in its utmost extent, what was it compared to the sufferings of the unhappy English treacherously captured by him in the time of peace, and sent to Verdun; that coercion was needlessly resorted to we deny, knowing as we do from the very best authority, that it was quite impossible to be sufficiently guarded against the spirit of intrigue and rapacity which pervaded the residence at Longwood. No supplies could be sufficient for such a table: no Argus could guard the avenues to secret intelligence. The situation both of the Governor and the Admiral was one of extreme anxiety; and perhaps no man who did his duty could have obtained the approbation of Napoleon Bonaparte. The pretended tears and

affectation of grief so pompously displayed by many of his attendants, should be looked at with caution: facts were communicated to the author by a captain of a frigate on the station, which would go far to convince us that little was felt by his followers, whatever might have been said on the subject of the death of Napoleon.

Preparations we believe were made for leaving him previous to his decease by some who affected the most unbounded attachment to his person. Ill-humour and discontent were visible in the countenances of many; and it is supposed that the death of Napoleon was an event which they secretly rejoiced at, as the only means of ending their exile and captivity.

Considering the great part he had played in Europe, it was wonderful how little sensation was felt at his sudden exit. In England, the economist looked only to the saving of money by the paying off the ships and recall of the troops; in France, the Ultras had long ceased to fear, and the Republicans to hope, any thing from him. His departure was therefore regarded with indifference by both parties.

As soon as the news of his death reached England, orders were given to recall the squadron from the St. Helena and Cape stations. At the latter the dock-yard had been supplied with stores for the use of the shipping. The Commissioner was recalled, and the establishment reduced to a store-keeper, and a master-attendant.

Conversant as the author of these pages has been for many years with polities, and with the various opinions of changing men, he has never been able to discover how the friends of England and of liberty, could be friendly to the public character of Bonaparte. That kindness shewn to an individual may have softened the sentence which public duty would pronounce, we may admit; but that Bonaparte, after all his public acts, should have found admirers among the patriots of this happy land, is an enigma which can only be solved by supposing that patriotism means no more than opposition to "the powers that be."

Those who could ever doubt the unalterable hostility of Bonaparte to Great Britain, may be convinced by reading his instructions to the Governor-general of the French possessions in India; and what were his real views from the moment the peace of Europe had given him leisure to consider the importance of our colonies and settlements in that part of the world. In the month of February, 1803, before his Majesty's message to both houses of parliament, we find the following digest of instructions, which must have taken some time to compose and to arrange:—

*Paris, February, 1803,*

Independently of the instructions which the Minister will give to the Captain-general of the French settlements in India, and to the Admiral, both of them will have instructions of a superior order, which will be signed by the Chief Consul.

— The Captain-general will arrive in a country where our enemies command and oppress all the people of those vast regions.

He should therefore endeavour to give them no cause of alarm—no subject for quarrelling; and to *dissimulate* as much as possible.

He must adhere to these indispensable arrangements for the security and the supplies of our establishments, and with the relations which he will have with the people or the princes who bear with the greatest impatience the yoke of England, he must shew no partiality;—give them no disquiet: they are the tyrants of the Indies, restless and jealous; he must act towards them with *mildness, dissimulation, and candour!* (*simplicité.*)

Six months after his arrival in India, he will send home an officer (the highest in his confidence), with his despatches, to make known in detail all he has learnt of the strength, disposition, spirit, and situation of the different people of India, as well as the force and situation of the British establishments; he will make known his views, and the hopes he might have of support, in *the event of a war*, to maintain himself in the Peninsula; the number and quality of the troops; the arms and provisions of which he would stand in need, to sustain the war during many campaigns in the centre of India; he should pay the greatest attention to the *phrases* of his memoir, because they will all be weighed, and may decide in unforeseen circumstances on the steps and the policy of government. Every six months an officer is to be sent home in the same manner.

To sustain the war in India for many campaigns, he must reason on the hypothesis that we shall not be masters of the seas, and cannot expect any considerable succours.

It is not easy to conceive how we can have a war with England, without bringing Holland into it along with us. One of the first cares of the Captain-general should be, to assure himself of the situation of the establishments of the Dutch, Portuguese, and Spaniards, and of the resources which they might contain.

The mission of the Captain-general is, in the first instance, a mission of observation, political and military, with a small body of forces, and the occupation of the factories for our commerce; but the first Consul, well instructed by the Captain-general, and by the punctual execution of these instructions, may perhaps place it in his *power to acquire a great glory, which prolongs the memory of men beyond the duration of ages.*—*Precis Militaires, vol. xi. p. 189.*

Such was the instruction furnished to General De Caen, the governor of the Isle of France, by Napoleon, at the moment that he professed himself the friend of England, and a lover of peace. We have frequently given extracts from the invaluable collection of papers united under the title of "Precis des Evènemens Militaires." We much fear the French government will not permit many more to be given to the world; they have only come down to 1805, and in their present state, with the maps and plates which accompany them, are to the historian treasures of incalculable value.

The extract here given would alone have justified the caution of the gallant Admiral Rainier in refusing to deliver up the fort of Pondicherry. The secrets of Bonaparte were sometimes betrayed in his lifetime; but since his death the disclosures of the Count De Dumas and the Duke of Otranto have destroyed and annihilated all that remained of his character, and have fully exonerated the British government for having pursued such a man to his dissolution.

Parliament was prorogued this year at an unusually early period. The coronation of the king, which was fixed to take place on the 19th of July, occupied the attention of every branch of the legislature, as well as the nation at large. The event was differently viewed by many. The determination of the ministers to exclude the queen from that honour, caused some alarm for the public peace: her Majesty's friends were known to be

numerous, and, with some exceptions, consisted of that party who had ever been inimical to the government. On the morning of the 19th, Queen Caroline presented herself at the door of the Abbey, but was refused admittance. Then was the eventful moment which it was supposed would prove the strength of her cause; but, except a few voices, all were in favour of the king, and the *single coronation* of his Majesty: the guards were steady, the people loyal, and sedition was put to silence. The great ceremony was conducted with becoming solemnity: his Majesty was received with cheers and congratulations; and the queen retired, mortified and disappointed, to her residence at Brandenburgh House.

Whether her Majesty's mind had been wrought up to feverish excitement by the exertion she had undergone during the preceding days, or whether a disease was produced by exposure to the night air, in returning from the theatre, is not certain; perhaps both causes combined to establish a disorder which terminated in death on the evening of the 7th of August. At the funeral procession, which took place on Tuesday the 14th, the last efforts of despair and rebellion were united, to throw the country into confusion: the mob attacked the guards, who escorted the body on its way through Kensington, blocked up the road, and finally succeeded in compelling the procession to pass through Hyde Park and the city, contrary to the intentions of government. The scene in

Hyde Park and Park Lane, was disgraceful beyond description; the life guards were attacked with stones and filth, but behaved with the utmost composure, nor did they fire a shot until their lives were in imminent danger: two of the mob were killed at Cumberland Gate. Tumult and disorder continued till the hearse reached Brentwood, in Essex. The Glasgow, a large frigate, commanded by Captain (now Sir B. C.) Doyle, received the royal remains at Harwich, with the usual ceremonies, and conveyed them to the river Elbe, whence the corpse was removed to Brunswick, and interred in the family vault, agreeably to the last will of the deceased queen.

While these scenes were passing in London and on the coast, the King was at Holy-head in his yacht, on his way to Ireland. Expresses were sent off, to announce to his Majesty the alarming illness of the queen; the voyage was suspended; and the royal squadron awaited the event with all due respect.

At length the news was conveyed to his Majesty, who immediately retired to his apartment, commanding the colours of the squadron to be lowered half-mast, and every solemnity to be observed. To pursue the voyage, however repugnant to his Majesty's feelings at the time, was absolutely necessary, and the King landed at Howth on the 12th of August. Privacy was impossible; the whole population of the kingdom of Ireland flew to welcome their monarch; and his Majesty, after

having been present at the most fervent demonstrations of loyalty and affection, returned to his capital on the 16th of September. On the 24th, though very late in the year, the King set off to visit his electoral dominions. His Majesty landed at Calais, and proceeded to Brussels; thence to Hanover, where he was received, as in France, with respect and admiration, as the monarch of a free and happy people. After having listened to the addresses and the representations of his subjects in Hanover, and given them proofs of his attachment, his Majesty returned to England, where, during his absence, sedition and treason had been vainly endeavouring to procure for him an unwelcome reception.

The year 1821 is also memorable in history for the efforts made by the Greeks to throw off the Turkish yoke, and, as if England had not had enough of war, there were many who advocated our espousing the cause of liberty in the Morea. A petition was presented to parliament by Sir James Macintosh, from the inhabitants of Lees, in the parish of Ashton-under-Lyne, praying the house of commons to interfere in behalf of the Greeks: there were even men, in other respects of sound sense and judgment, who proposed driving the Turks out of Europe. The folly of such a crusade was justly exposed by Lord Castlereagh. The Turks in Europe, he said, amounted to about five millions of souls, and he did not conceive it a very easy matter to carry the sentence of transportation,

which had been pronounced against them, into execution: as far as negotiation could go the government had gone, but the noble lord said, that neither the government nor the country were so wild as to take up arms with a view to the more impartial administration of justice in Turkey. The same subject was brought before the Lords by Earl Grosvenor, with similar success. It was contended, that the British government had evinced its partiality to the Porte, by allowing a Turkish frigate to be refitted in the dock-yard of Deptford, and to be navigated home by British sailors. The Earl of Liverpool replied to this charge with great perspicuity. The frigate, his Lordship said, had arrived in this country previously to any acts of hostility between the Greeks and Turks: she had come in the character of a merchant-ship, partly laden with antiquities for the British Museum: under these circumstances the government could not but permit her to be refitted, and to be navigated back as far as Malta only, by British sailors. In other respects, said the Earl, the impartiality of the British government was proved, by its positive refusal to supply this vessel with arms, or to permit the Pacha to purchase two frigates in this country, which he was most desirous of doing. Detesting the horrible cruelty of the murder of the Sciole hostages, his Lordship contended that the British government was excluded from interference, by the universally admitted rule, that one government could not interfere in the internal re-

gulations of another, except in cases where its own security was menaced. The motion of Earl Grosvenor was lost without a division.

Turkey, when no longer in imminent danger of the power of Russia, with whose vengeance she had been threatened in the preceding year, increased her cruelty and injustice towards the oppressed Greeks. The object of Earl Grosvenor's motion was, to hold no communication with such a government; and, if we could not interfere to save the unhappy Greeks, at least to be perfectly impartial. This last object of his Lordship was, we believe, fully attained, without the interference of the legislature.

The commerce of the West Indies, particularly the trade which passed through the gulf of Florida, had been this year much annoyed by pirates—a nest of banditti of all nations and colours, infesting the wild shores of the western side of Cuba, inaccessible to ships of war, from the shoals and reefs which interrupt navigation. These wretches, many of them Spaniards of Cuba, many Englishmen and Americans, committed the most atrocious murders on the crews and passengers of the vessels they had taken. The Spanish government, which still claimed the allegiance of Cuba, was too weak or too indolent to remedy the evil, and the pirates “sailing under the flag of Spain, or taking refuge within the neutrality of her shores,” were spoken of as “difficulties which could not be easily overcome.” Where the difficulty exists of

seizing a pirate on any coast, or under any flag, we are at a loss to discover: we are quite sure that no British officer seeing a pirate, and having proof of his being one, would have hesitated one moment in securing both vessel and crew, wherever he might find them, leaving the question of flag and neutrality to be settled by his government. On the subject of these depredations, Mr. Canning presented a petition from Liverpool, to which he begged to add some facts which had come to his knowledge. On the 13th of December, 1821, a British ship (whose name he did not give), when within five miles of Cape St. Antonio, had been boarded by a pirate, who demanded of the steward, whether there was any specie on board? The answer being in the negative, the man was instantly stabbed by the pirates: they then endeavoured to extort confession from the captain, and compelled his own crew to haul him up by the neck, to the yard-arm, where he entreated his men to fasten weights to his feet, that his misery might be more speedily terminated: this was, of course, not allowed, and when taken down and lying almost insensible on the deck, the wretch who had stabbed the steward, blew out the brains of the captain. The pirates appeared to be all either Spaniards or Portuguese.

Mr. Canning mentioned other similar transactions, and observed, that the petitioners had first applied to the Admiralty, "which had represented the matter to the court of Spain;" but the peti-

tioners felt that a time would arrive, if it had not already arrived, when the mother country would be unable to redress the grievances committed under the flag of their colonies, and when it would therefore be necessary for this government to adopt some course for the protection of the trade of the empire.

Sir George Cockburn, on the part of the Admiralty, said, that proper steps had been taken to repress the depredations of these pirates. The gallant Admiral stated, that they lay in wait for vessels off Cape St. Antonio; that they made their attacks sometimes in schooners, at other times in open boats, according to circumstances, and the state of the weather. While our ships of war were near the coast, they did not come out; but as soon as winds or current had drifted them off, they came out and attacked the merchant-vessels.

The Marquis of Londonderry said, if the facts complained of were cases of undisguised piracy, there would be no difficulty in dealing with them; but the peculiarity was, that these vessels had commissions. Artigas, one of the chiefs of the Spanish insurgents, had issued many, which had been sold to cover piracies; in consequence of which, orders were given to seize all vessels sailing under commissions, from governments in whose ports they were not fitted out. The local governments of South America had shewn every disposition to keep their cruisers within bounds, and, considering the difficulties of the case, they had

made great efforts to do justice: but when vessels sailing under such commissions were seized, it became difficult to prove they had committed acts of hostility. His Lordship enumerated three distinct acts of piracy committed in the gulf of Florida, on British merchant-vessels. They had been properly represented to the court of Madrid, and the Spanish minister had promised that search should be made for the criminals, and punishment inflicted if they were found.

In the mean time the evil went on, until the sense of the country was expressed in so strong and decided a manner, as to induce the government no longer to depend on the leaden councils of Madrid, but to seize with a strong hand the robbers in their dens, and execute that vengeance which was sought in vain from the Spanish authorities.

"Notwithstanding the negotiations with Spain, and the exertions of our navy," says a writer in the Annual Register (Baldwin and Craddock's edition), for the year 1822, "the outrage of the pirates continued throughout the year, and towards the end of it, an opinion prevailed very generally, that the measures which the Admiralty had taken to suppress the evil were extremely inadequate. One great topic of complaint was, that the captains of our frigates on the West India station, allured by the profits which they have in the freight of bullion, were more assiduous in transporting gold and silver from the contiguous

parts of South America, than in protecting the trade."

We cannot tell whether we are most shocked at the ignorance and contradiction, or at the cruelty and absurdity, of a charge like this, from a writer who certainly must be allowed to possess the power of discrimination in no very limited degree. "The exertions of our navy" immediately precede the inadequate measures of the Admiralty; and "the captains of frigates," who can only act in obedience to the orders they receive, are accused of neglecting a duty they were not ordered to execute, and of doing that which could only have been done under the directions which they must have received from their Commander-in-chief. Could a charge like this be for one moment entertained against our honourable profession, it should be carried to the fountain head; an imputation like this would suppose the Lords of the Admiralty to participate in the profits or to connive at the crime: the first is absurd and impossible; and for the second, we know full well that could negligence or corruption have been even suspected, against the Commander-in-chief, or the captains and commanders on the Jamaica station, a speedy investigation of their conduct before a court-martial would have amply vindicated the honour of the British flag: we therefore repel this charge as false and malignant. If blame was imputable, it was to those persons, who, having too successfully advocated retrenchment, left the go-

vernment without sufficient means to protect the trade. The nature of the West India climate is peculiarly adapted for the commission of piracy, and to such acts it has been exposed since the earliest periods of colonization. In many instances the evil might have been prevented, by the captains of merchant-vessels using more precaution in permitting boats to approach the ship: boarding-nettings and close quarters, with a proper supply of small arms and ammunition, would either have kept off the robbers, or cleared the decks of them when they came on board. Ships of war cannot be ordered to attend every merchant-vessel that sails through the gulf stream: convoys were appointed, and every human precaution taken; still the utmost vigilance might be eluded, where the points of attack are so much more numerous than the means of defence. On the whole, we might as reasonably blame the sitting magistrate for a murder in his district, as an admiral or captain for the capture, under these circumstances, of a British merchant-vessel by an enemy or pirate.

When the Lords Commissioners of the Admiralty found that no effective redress was to be expected from the court of Spain, an additional number of fast-sailing sloops of war were sent out, and the young and gallant officers commanding them acted with so much vigour, that in a very short time these pirates were exterminated. North America partook also of this honour: her trade was as much

exposed as our own, and numerous instances occurred where the freebooters of the coast of Cuba expiated their crimes on a gibbet erected at the mouth of Port Royal Harbour, Jamaica.

On the 10th of August, 1822, his most gracious Majesty having long entertained a desire to visit the northern part of his kingdom, embarked on board of his yacht, the Royal George, commanded by the Honourable Captain Charles Paget, lying off the Royal Hospital, Greenwich. It was on this occasion that he took leave of his oldest naval friend and faithful counsellor, the late Earl of St. Vincent. The venerable Peer, then in the 88th year of his age, and in the costume in which he is represented in the first volume of this work, went on board the yacht to receive his Majesty. The king, with that kindness of manner, and gentlemanly demeanour, for which he is justly celebrated, took the veteran by the arm and led him to a seat on the quarter-deck, where his Majesty placed himself beside him, and they conversed for some time in presence of the most crowded and numerous circle of spectators which had perhaps ever met together so near the metropolis: the acclamations at this gratifying scene were heard far distant on the banks of the Thames, and the pensioners of Greenwich Hospital were the appropriate witnesses of this tribute of respect from the greatest of monarchs to one of the most celebrated of his admirals. On the year of his coronation, his Majesty had presented the Earl with a baton of Admiral of the fleet: it

was conveyed to his seat at Rochetts by a special messenger, with a very gracious letter dictated by his Majesty, and written by Sir Benjamin Bloomfield. It was in consequence of having received this signal mark of favour from his sovereign, that the gallant Admiral resolved to make the exertion of returning thanks in person on the element where it was acquired. On taking leave, his Majesty presented his arm to his aged friend, who leaned on it, and the King of Great Britain was seen descending the side of his yacht to assist the Earl of St. Vincent into the boat. After this affecting attention the yacht slipped her moorings, and being taken in tow by a steam-boat, was conveyed with rapidity down the river, amidst the applauses and congratulations of a grateful and loyal people.

## **APPENDIX.**

**VOL. V.**

**v**



## APPENDIX.

Particulars relating to the rebellion in Guadaloupe, and the treachery of Admiral Linois to Louis XVIII—Situation of Rear-admiral Durham and Lieutenant-general Leith, as to orders from home.

*Voyages of Discovery*—Alceste and Lyra, on the coast of Corea—Captain Hall's account of the Loo Choo Islands—the Alceste returns to the Bocca Tigre—Insolence of the Chinese, and determined conduct of Captain Maxwell—Action between the Alceste and the forts at Chumpee—Strange conduct of the government of Canton—Lord Amherst re-embarks to return to England—Loss of the Alceste in the Straits of Gaspar—Heroic exertions of the captain and crew—Lord Amherst is landed at Java, and sends assistance—Generous conduct of Captain Maxwell contrasted with that of the Captain of La Meduse—Capture of the pirate Proa, by Lieutenant Hay—Voyage of Captain Tuckey to the Congo, or Zaire—Digression on Captain Flinders' detention at the Isle of France—Vindication of General De Caen—Death of Captain Tuckey and his officers—*Voyages of Ross and Parry*.

*Miscellaneous*—Gallant action between the Brevdrageren and Danish brigs—Capture of two Danish gun-vessels in the river Elbe by Lieutenant Devon—Letter of Admiral Young—Anecdotes of Captain Ed. W. Hoare and of Captain Edmund Lyons in the East Indies—of Captain Harris, in the Sir Francis Drake—of Captain Maunsell, in the Procris—Observations on the action off Lissa, between Sir William Hoste and the French squadron—Perilous situation of one of the prizes, and wonderful presence of mind of the young British officers—Capture of the American sloop of war, Frolic, by the Orpheus—the Imperieuse at Salerno—Battle of Barossa—Observations on the loss of the St. George and Defence—Weak and frivolous policy of the Spanish government towards its colonies—Commodore Cockburn is sent out Ambassador extraordinary to treat with them, but fails—Instructions

to the Commander-in-chief of his Majesty's ships in the East Indies—Limits and stations of his Majesty's fleets and Admirals—Account of steam-vessels—Copy of Commission of an Admiral of the fleet—Regulations respecting midshipmen 1815—Treasury Minute for Droits of Admiralty—Answer to application for head-money—Claim of Russia in the Pacific Ocean—Anecdote of Mr. Fulton—Tables, shewing the supplies of men and money for navy—Ditto, number of seamen employed in the merchant-service—Ditto, force and disposition of British and foreign fleets in 1810 and 1812.

THE expectation of the re-landing of Napoleon from Elba, had reached and infested the French colonies in the West Indies; and some degree of indecision seemed to prevail in the councils of our government, which entertained an apprehension of the renewal of the war, or of the necessity that might present itself, of concluding a peace a second time with Bonaparte.

Rear-admiral Durham, who commanded the British squadron, was in habits of intimacy with the Count de Vaugiraud, governor of the island of Martinique, and with Admiral Linois, the governor of Guadalupe: the former was as decidedly loyal and attached to his king, as the latter was to the fortunes of Napoleon. In this state of things, Rear-admiral Durham received a private letter in the spring of 1815, from Lord Melville, written immediately on the return of Bonaparte to Paris, most explicitly directing him, whatever flag might be seen to fly on the French islands, or whatever course the French Governor might pursue against us, to abstain from all offensive measures against them

This letter was brought by a king's schooner, commanded by a lieutenant, who was the bearer of no other dispatches!

It is not a little remarkable, that Lieutenant-general Sir James Leith, who was then commander of the forces in the Leeward Islands, alleged that he had received, about the same time, orders from Lord Bathurst of a contrary nature, in which, as he asserted, he was enjoined to attack the French: it is difficult to conceive that Lord Bathurst could have meant that his orders should have gone to such an extent, nor is it probable that two ministers sitting in the same cabinet, should have given at the same moment such opposite instructions.

When the intelligence of the landing of Bonaparte reached the French islands, insurrections were hourly expected to take place in his favour, and hostile to the interests of the king. The Count de Vaugiraud applied to the Rear-admiral and Lieutenant-general, for some British troops to assist in keeping down the rising spirit of insubordination that had extended from Guadaloupe to Martinique. Some troops were instantly embarked at Barbadoes, on board the ships of war and transports, which conveyed them to Gros Islet bay, in St. Lucia, immediately opposite to Fort Royal. The promptitude of this measure seemed to have a paralyzing effect on the Count, who, after having claimed their assistance, began to hesitate whether

he should admit them : he opened a kind of negotiation on the subject with the Rear-admiral, but the latter brought the question to a speedy conclusion, by informing the Governor, that unless the men were permitted to land, he must immediately send them back to Barbadoes. This message produced decision in the mind of the Count; the necessary permission was sent; and the Rear-admiral having run over in the night, landed at daylight one thousand five hundred troops on the island of Martinique. This force, being accompanied by Sir James Leith, was found fully equal to preserve the tranquillity of the island.

The same assistance which had been extended to Martinique, was craved at Guadaloupe, but not with equal zeal and earnestness. The Rear-admiral some time after fell in with a French national schooner, bearing the tri-coloured flag. She had been dispatched from Rochefort, by Décrées, the minister of the marine, to give information to the colonies, and her commander acknowledged to the Rear-admiral, that he bore the commission of Napoleon, had landed his dispatches at Guadaloupe, and was then on his way to Martinique.

Notwithstanding this confession, and contrary to the earnest entreaties of Sir James Leith, the Rear-admiral felt it his duty still to adhere to the letter of Lord Melville, and declined either detaining the vessel, or taking any active part in the invasion of the island of Guadaloupe, although he

consented to carry thither a body of troops, to assist Admiral Linois in supporting his authority as the governor appointed by Louis XVIII.

For this purpose he proceeded with a body of troops to Basse-terre Roads, but at the dawn of day perceived the tri-coloured flag flying on the forts. Suspecting the course which had been pursued by Linois, yet affecting to disbelieve that he would have acted a part so unbecoming, the Rear-admiral sent Lieutenant (afterwards Captain) Wemys to him, with a kind message, assuring his Excellency that he might rely on every support from the British forces, and as the Rear-admiral saw the flag of Napoleon flying, he was quite sure that the person of his Excellency must be under restraint; he therefore offered the cabin of the Venerable for himself and family, to convey them to a place of safety.

Captain Wemys delivered this message to the Governor, in presence of a large assembly of the inhabitants. Monsieur Linois replied, that having adopted the cockade of Napoleon, which he pointed to in his hat, he was determined to stand or fall by it! This answer being delivered to the Rear-admiral, he returned to Barbadoes, where he shortly after received orders from home to proceed and attack the French islands, which had thrown off the authority of their king.

On the return of the squadron to Barbadoes, a correspondence took place between the Commanders-in-chief, upon the subject of a hostile

attack upon Guadaloupe; Sir James Leith urging and the Rear-admiral declining it, assigning as his reason the directions he had received from the first Lord of the Admiralty, and the responsibility that would rest upon him, or any officer so situated, if he should of his own authority presume to originate hostile operations between the two greatest nations on the earth. The Admiral's reasons were afterwards fully approved of by his superiors at home. On the arrival of instructions from the Admiralty, the Rear-admiral proceeded with the land and sea-forces to the attack of the island, and the event was such as we have related at p. 227 of this volume.

A singular incident being recalled to mind on this occasion, caused a renewal of friendship between Rear-admiral Durham and the Count de Vaugiraud. In 1795, the Rear-admiral, then Captain of the Anson, was ordered on the memorable expedition to Quiberon Bay, and the island of Noirmoutier: the Count de Vaugiraud undertook to be the pilot, and gave a more favourable opinion of his courage than of his seamanship, by running the Anson on shore under a battery. This circumstance, after a lapse of twenty years, occasioned much mirth between them.

It is both the duty and interest of civilized nations to extend their discoveries, and carry the arts, the improvements, and the comforts of life into those regions where the naked savage, wandering in the woods, or along the sea-shore in

search of precarious subsistence, hesitates not to make even man his prey. The spirit of inquiry, the love of learning, and the superior education, which distinguish the naval officers of the nineteenth century, had enabled them not only to execute the orders of their government with zeal and ability ; but in many instances, where orders have not been given, they have voluntarily exposed themselves to responsibility, with the laudable view of extending the boundaries of science, and meliorating the condition of their fellow-creatures.

Such, it may fairly be presumed, were the objects of Captain (now Sir Murray) Maxwell, and Captain Basil Hall, who, commanding his Majesty's frigate, the Alceste, and sloop of war, the Lyra, took advantage of an interval when their services were not otherwise required.

His Majesty's government having, in 1816, determined to send an embassy to China, Lord Amherst sailed in the Alceste on the 9th of February of that year, accompanied by the Lyra. On the 11th of August his Lordship landed at the mouth of the Pei-ho river, in the Yellow Sea, and while he was employed on the duties assigned to him, Captain Maxwell proceeded to survey the adjacent coast and neighbouring islands, which had not been accurately laid down by geographers, nor described by circumnavigators. The history of the discoveries made in this short excursion, has been given to the public by Captain Basil Hall, in a very able and interesting quarto volume, with maps and draw-

ings, executed in a very superior style, and published by Murray in 1818.

The first object which attracted their notice was a cluster of islands, which Captain Maxwell named Sir James Hall's Group, in honour of the father of his young friend and companion, the commander of the *Lyra*. These islands are situated on the coast of Corea, in long.  $124^{\circ} 46'$  E. and lat.  $37^{\circ} 50'$  N. The description given by Captain Hall, of the manners and customs of these newly-discovered people, for such they were to us, is sufficiently interesting, but the natives did not seem anxious that the ships should prolong their stay; they refused every offer of barter or exchange, and though they possessed bullocks and poultry, declined parting with them for dollars, or any other consideration. This was most probably the effect of the rigid orders of their government, which appeared to have interdicted, under the severest penalties, any communication with strangers. They did not understand the Chinese language, which was spoken to them by an interpreter. The British vessels weighed the same evening, in pursuit of other discoveries.

The next visit was to another group of islands, one of which they examined and named it after Dr. Hutton the geologist. This island lay also close to the coast of Corea. It was not laid down by geographers, and a space of two hundred miles in extent along the coast, thickly strewed with countless numbers of unknown islands is not noticed

in the charts, and many large islands were not laid down within sixty miles of their proper places. It is singular, that without offering any offence to the visitors, the natives invariably expressed a wish for their speedy departure. Having made as accurate a chart of the coast of Corea and the Archipelagos, as the shortness of their visit would allow, the frigate and brig sailed on the 1st of September; and on the 15th, after encountering and overcoming the imminent danger of shipwreck, the Lyra and Alceste approached and came to an anchor at the now celebrated Loo Choo Islands.

In considering the incidents related by Captain Hall, we are amazed at the combination of highly improved science, gentlemanly deportment, and suavity of manners, possessed by the British officers, which enabled them not only to acquire the friendship and esteem of the happy natives of Loo Choo, but to present their country with a topographical, geological, and natural history, together with such an account of the manners and customs of the people, as will render their names deserving of a high place in the literary annals of their country. The voyage to the great Loo Choo Island will be read with pleasure by future generations, and we will venture to predict, that the amiable and endearing deportment of Loo Chooans will excite the admiration of the most enlightened reader. The drawings are well executed, and convey an admirable idea of the scenery of the country, and the costume of the people. The descrip-

tion of Port Melville, in the great Loo Choo Island, is animated and beautiful, and we feel a sensation of regret at laying down the book, as if parting from an agreeable companion and friend. The narrow escape of the *Lyra* from shipwreck, as related at page 148, will be felt by all seamen, particularly the *brig sailor*, those vessels being particularly liable to run wild when in stays, and to make the most alarming stern boards, when there is little space for such excursions. The history of this voyage is rendered doubly interesting to the philosopher and the philanthropist, from the harmony that invariably subsisted between the parties: although ignorant of each other's language, no disagreement nor unpleasant feeling ensued. The interchange of civilities and presents, the conciliating manners, the noble generosity of both parties, vying with each other, the fairy scenes of the country, and the striking difference between these happy islanders and the jealous and sometimes inexorable Chinese, cannot fail to inspire a British reader with an ardent desire not only to peruse the voyage of Captain Hall, but to become more intimately acquainted with a people who seem to realize the innocence of the golden age.

We have made these few remarks on the work of Captain Hall, strictly in conformity with our general plan to notice all the circumnavigators of the period in which we have written, or at least such of them as bore his Majesty's commission. To have said less on the subject would have been

improper—to have said more would have been unjust to Captain Hall, as many would have felt themselves satisfied with a larger extract, and left his book unheeded. We cannot conclude this article without recommending in the strongest manner the work of this gallant officer on South America: it is, in our humble judgment, as much superior in interest to Johnson's 'Tour to the Hebrides,' as South America is in extent to those little islands. We now pursue the history of the embassy to China, the remaining particulars of which have been related by Mr. John M'Leod, surgeon of the *Alceste*. This book we are also bound to speak of in terms of approbation: it is a modest unaffected narrative, full of incident; and the reader who lays out his money in the purchase of it, will be amply repaid for the expense.

We shall pass over the parts of M'Leod's book, until we come to the 13th of August, when the *Alceste* was off the Sha-loo-poo-tien Islands, coasting along the western shore of the gulf of Lea-tong, till then unexplored by any British ship. On the 14th, in lat.  $39^{\circ} 29'$  N. and long.  $120^{\circ} 6'$  E. "the great wall of China opened to view (to use the words of Mr. M'Leod), rising from the sea. This immense barrier passed over the first, or lowest hill, and mounting the second, was seen stretching to the right (in our point of view) obliquely towards the summit; then on the third, and still higher land, enclosed to the left, making an

angle with the last range, and ultimately ascending the highest and most distant mountain it was there lost." The great wall of China has, we know, been often spoken of and described before; but seen from the quarter-deck of a British frigate, it seemed to demand our attention: we, however, proceed to that part of the voyage, where the frigate having received Lord Amherst on board, prepared to return to England. Before this event was accomplished, the British officers had many insults to receive, some difficulties to overcome, and some honour to acquire.

On the 2d of November, as soon as the *Alceste* had anchored off the island of Lintin, the mandarins came on board and informed Captain Maxwell that the British Ambassador had been dismissed from the court of Pekin in disgrace: the Viceroy, it appears, was aware that the object of the embassy was directed in a great measure against the extortions and the oppression which our commerce laboured under, from the fraudulent practices of his subordinate officers. The General *Hewit*, an Indiaman, which had brought out the valuable presents from the King of England to the Emperor of China was not permitted to load a cargo of teas, under the absurd pretence that the space on board of her would be entirely occupied with the same presents, which having been indignantly rejected, were to be conveyed back in her to England. The *Alceste* was refused permission to proceed higher up the river for the purpose of procuring refresh-

ments, and it was insolently added, that a British merchant-ship must be held by the Chinese as a security for the good behaviour of the crew of the *Alceste*. Captain Maxwell desired them very quietly “not to repeat this part of their conversation, unless they wished to be thrown overboard,” observing, that he would wait a reasonable time for a pass to proceed up the river, first, because his ship required repairs, and secondly, because the *Lion*, in 1791, with Lord M‘Cartney on board, had been admitted to a place of security; and as Captain Maxwell knew that the Emperor had expressed his pleasure that the *Alceste* should be received in the same manner, he was determined to have his right, and if a pass was not sent down in forty-eight hours, he should consider that leave was given.

The period expired, and no answer was received. The pilot who had been procured to conduct the ship up the river secretly absconded, observing before his departure, that it was dangerous to have any communication with the ship. The situation of Captain Maxwell was at this time one of the most difficult and important that could be conceived: the British Ambassador was in the power of these insolent and unbending people; the British frigate was kept by them in an open and exposed roadsted, in the winter season; the flag was insulted, and the common offices of hospitality denied to him; tame submission, he knew would

only increase their presumption—open violence would have endangered the life of Lord Amherst.

On the 12th of November, Captain Maxwell came to a determination to weigh and run up the river, which he did, as high as Mr. Mayne, the master of the *Alceste*, could carry him, anchoring off Lankleet flat for the night, and the next day, with the flood-tide, reached as high as the Bocca Tigre, or Tiger's Mouth (so the principal branch of the river of Canton is called). Dr. M'Leod says, it is about as wide as the Thames at London, but the banks are high, and were at that time guarded by fortifications of immense strength, mounting one hundred and ten pieces of cannon, of different calibers, including the island of Wangtong, the whole within half gun-shot of each other, and garrisoned by one thousand two hundred men.

As the *Alceste* gallantly and silently advanced, with every thing prepared for a fight of no trivial importance, the Chinese war-junks, to the number of seventeen or eighteen, formed a line off Chumpee. These poor representatives of ‘battle ships’ carry from four to eight guns, with a complement from sixty to eighty men. It was five o’clock in the evening when an interpreter came on board from the mandarins, and desired that Captain Maxwell would anchor his ship on pain of being sunk. The Captain calmly observed, that he would first pass the batteries and then hang him (the messenger) at the yard-arm, for daring to

bring so insolent a message to a British ship of war: his boat was then cut adrift, and himself handed down below to a place of security. The junks now began to fire blank cartridges, which the Alceste returned with three guns unshotted, affecting to consider it as a salute.

On the following day the frigate weighed and passed the junks. These got under weigh, and when the Alceste had advanced as far as Chumpee, they, and the forts, began to fire on her with shot. Light and baffling airs at this moment compelled the Alceste to come to anchor; but determined to convince them that he was not intimidated, the Captain fired one gun shotted at the Admiral. This gun he very honourably and considerately fired with his own hand, that in the event of the Chinese government demanding, as was their custom, the man that fired, *he* might place himself in the situation of responsibility, instead of letting the weight of their revenge fall on an innocent person, as had been done on a former occasion.

The scene that now ensued, considering with whom the British frigate had to contend, was one of unusual interest. Whether the shot from the Alceste silenced the junks and the forts, or whether they ceased firing from her having anchored, is uncertain. She lay quietly and unannoyed till eight o'clock at night, when the wind permitting her to lay the course, she weighed, and ran still higher up the river: the junks observing this, beat their gongs, fired guns, and threw up skyrockets

to give the alarm. "The batteries were instantly illuminated (says the Doctor) with lanterns as large as balloons," offering a fine mark for the great guns of the Alceste, which, as she passed along, was exposed to a heavy but ill-directed fire from both sides of the river. This she returned in a cool and deliberate manner, as fast as her guns could be brought to bear, with a light breeze majestically keeping on her steady and undeviating course. Coming at last within half pistol-shot of the angle of the heaviest battery, and just before they could get their guns to bear on the ship, the Alceste gave them a broadside from her long-eighteens, and her thirty-two pound caronades, which was heard to produce a very considerable dilapidation on the batteries. The lights disappeared as if by magic; the fort was silenced on one side, while the fire from the other, directed at the ship, missed its aim, and did execution on its opposite neighbour. After an hour's contest in this narrow channel, and for the first time that any European vessel had dared to direct a shot against the shore, the Alceste was permitted to ascend the river, and take up her anchorage, without having a man hurt, only two shot in her hull, and her rigging a little damaged. The confined space in which this action was fought, the high banks of the river, the calm surface of the water, the brilliancy of the fire, and the rapidity of its effect, produced a scene amounting to something sublime. The poor astonished Chinaman who had been sent

below under a threat of execution, as soon as the frigate had passed the batteries, came trembling on deck, and falling prostrate, kissed the feet of the Captain and begged for mercy, considering very justly, that the execution of himself was a matter of very little importance, compared to the decisive step taken by Captain Maxwell. Tiger Island was passed in silence; not a gun was fired from thence; and the Alceste at daylight was at an anchor in a good berth, with the British colours flying, surrounded, though at a very respectful distance, by "the grand fleet of China." The number of natives who lost their lives on this occasion was carefully concealed, though it was presumed that many suffered. Whether the transaction was communicated to the Emperor, or not, is uncertain: no farther insult was offered to the British flag. The news at first excited considerable alarm among the merchants at Canton, but their fears were relieved by the arrival of several tea-junks alongside the General Hewit, with permission for her to load her cargo immediately. It must be evident from these facts, that the Chinese are by no means indifferent to the profits of their trade with England; and it was subsequently proved, when our factory took their departure and struck the British flag, that the Chinese authorities became alarmed, and, entreating them to return, granted all their demands. We cannot, therefore, sufficiently execrate the cowardice of those captains, who gave up, on two occasions,

innocent men to be murdered in cold blood by these people, because they had accidentally been the cause of the death of two of the natives.

The remonstrance of Captain Maxwell to the government of Canton, on the gross insult offered to our flag, produced nothing more than the usual subterfuges of falsehood and evasion: they said it was all a mistake; that the pass had been delayed or not received by the Mandarins at the forts, and that these had therefore acted according to orders; but their Gazette letter, in the course of a few days, made it a Chinese puzzle, by stating it to have been a “Chinchinning,” or salute between the two flags! It was long after dark when the affair took place, and British ships never salute after sunset. Forty-seven men were reported to have been killed, and several others wounded, but the truth could never be ascertained, as a public edict forbade any man to talk on the subject: this the Chinese call “making face.” The seasonable chastisement inflicted by Captain Maxwell, whether considered as a salute or an attack, answered every purpose of a decided victory, and the Viceroy, when the frigate advanced to Whampoa, congratulated the Captain on his safe arrival, after having vainly used every means in his power to obstruct his passage.

The interview between Lord Amherst and the Viceroy having terminated in mutual distrust and coldness, his Excellency re-embarked, and proceeding down the river to Whampoa, was saluted

by the Chinese junks in the most respectful manner. The same ceremony was repeated when the Alceste, having his Lordship on board, passed the batteries of Chumpee.

The Alceste sailed from Macao on the 9th of January, 1817, on her homeward voyage. The remarks made by Mr. M'Leod, on the Spanish settlements of Manilla and the Philippine Islands, are amusing and instructive. On the 9th of February, the Alceste weighed, and unfortunately parted company with her consort the Lyra, which was sent with dispatches to India. Passing through the Straits of Gaspar, and near the island of Pulo Leat, with the lead going on each side, and a vigilant look-out from the mast-head, the ship at half-past seven in the morning of the 18th, "struck on a sunken reef of rocks, with a horrid crash, and remained immovable." From that moment it became evident that she was lost: the pumps were useless; she filled to the orlop-deck, and nothing remained to be done but to hoist out the boats and save the people, with as much provision as could be procured. The Ambassador and suite were landed on the nearest part of the island, then about three miles and a half distant, while Captain Maxwell, with his officers and crew, remained on board to secure such supplies from the wreck as were necessary for their subsistence.

If Captain Maxwell was unfortunate in losing his ship, he acquired great honour by the fortitude,

judgment, and good conduct displayed in the preservation of the lives of those intrusted to his care. The first consideration was to save the Ambassador, with his suite, and as many of his books and papers as had been rescued from the waves. It was judged that a boat, with the assistance of the current, would reach Batavia in three days; and as it was impossible for all the crew to be conveyed at one time in the ship's boats, it was thought advisable to send away a small part, with the hope of receiving more speedy and effectual assistance. Having performed this indispensable part of his duty, Captain Maxwell remained with his crew, to provide for their safety, and to share their misfortunes.

Lord Amherst was placed in the barge and attended by the cutter. The boats were commanded by Lieutenant Hoppner. Mr. Ellis, the secretary, with some other officers of the ship, and a strong guard of marines, accompanied his Lordship: they had a very slender stock of provisions, and were particularly ill supplied with water, so much so that the people were nearly exhausted with thirst and fatigue, when approaching the island of Java, but at a considerable distance from the land, they accidentally discovered a stream of fresh water, running out between the two head-lands which form the bay of Batavia. Mr. M'Leod, in speaking of this circumstance, which so providentially relieved the thirst of the sufferers in the boat,

mentions the same discovery off the Rhone, as already referred to in the fourth volume of this work. He adds with great justice and propriety, that streams of fresh water are in like manner to be found in the neighbourhood of all great rivers. This very natural effect, produced by the most obvious causes, has never been sufficiently attended to by navigators: ships being short of fresh water, might frequently get into a stream when they could not approach the land.. Care should always be had to take it up from the surface, and at a short distance from the ship's side, to avoid the effects of the copper, or the dirt which might be thrown overboard.

The honourable and seaman-like conduct of Captain Maxwell has been forcibly contrasted with that of the captain of the Meduse, placed under similar circumstances. It has ever been contrary to our plan to cast reflections even on our enemies, unless some great proposition is to be established, or some useful lesson inculcated, likely to be conducive to the future benefit of the navy, and, consequently, to the empire. The example set by Captain Maxwell is precisely that which should be followed by every British officer under similar circumstances. It was that conduct which, pursued by the immortal Riou, saved the crew of the Guardian, and it is that conduct which, we trust, will ever be pursued by the rising generation. The captain (unless an example is wanted to induce

the men to quit the wreck) should be the last man on board, and he should preserve the discipline of his ship in the same manner as if she were at Spithead: by exposing his own person to greater risk and privation than that of his men, he will animate and cheer them to the performance of their labour, and be the means of preserving them from destruction. The want of attending to this duty in the captain of the Meduse, produced a scene of horror from which we turn away with pain and disgust: the crew of the Meduse were sacrificed, not to the want of courage, but to the want of conduct in their officers: not a man need to have been lost, had they been kept on board the ship, and their efforts combined for the general good. Had the ship been commanded by Riou, Rowley, or Maxwell, the dreadful picture of the raft had never existed. Had these three officers sought their own safety, the fate of the crews of the Guardian, the Laurel, and the Alceste, would have been nearly the same as that of La Meduse.\* The history of the exertions, the sufferings, and the persevering ingenuity of the captain and crew of the Alceste, are recommended to the young naval reader, as well worthy of his serious attention. Few are at a loss to know how to act in presence of an enemy, that kind of courage is so common as to be almost negative; the want of it sub-

\* A French frigate, lost on the coast of Guinea, in the year 1817.

jects the offender to shame or death : in cases of shipwreck, presence of mind, firmness, and a ready adoption of such resources as may be at hand, shew the value of an officer, and often produce the most beneficial results. The history of the wreck of the Alceste, and the defence of Pulo Leat is the reality of De Foe's fable of Robinson Crusoe : the preparation to receive the savages, husbanding the stores, digging wells, and raising fortifications, under the most trying privations, fill us with admiration, and shew the true character of British seamen in a very noble point of view, and one in which, through the course of this work, we have not had so good an opportunity of contemplating it. The burning of the Alceste by the Malays, on Saturday, the 22d of February, is an incident which seems to bring the history to a climax, and deserves to be recorded.

“ Two of the largest proas (says Mr. M'Leod) were now at work on the ship, but on observing their comrades abandon the wreck, and the advance of our boats, they made sail away; having previously set fire to the ship, which they did so effectually, that the flames burst from every port, and she was soon enveloped in a cloud of smoke : the boats were unable to board her, and therefore returned.

“ The ship continued burning during the whole of the night, and the flames, which could be seen through the openings of the trees, shed a melan-

choly glare around, and excited the most mournful ideas." But this conflagration which the men had seen with so much despondency, turned out to be an interposition of Providence in their favour. The crew had been assembled on Sunday morning to Divine service, while the boats were sent in hopes of obtaining some articles of provision liberated from the hold of the ship by the burning of the decks and topsides. They returned just as the morning service was completed, and the officer announced that they had procured some flour, a few cases of wine, and a cask of beer: of this last article the captain ordered a pint to be issued to each man. The decree was answered with three hearty cheers: the poor fellows perhaps meant to express as much gratitude to Heaven as could be conveyed by any words of their own; and it was good-naturedly observed by the chaplain, that those who might be fastidious would please to recollect that they had never seen a congregation suffering the agony of thirst dismissed from the church-door in England with such a donation. The contention between the barge and a Malay proa, and the desperate conduct of the savages, are also very remarkable. On Wednesday, the 28th, at daylight, two of the pirate boats, with each a canoe a-stern, were discovered close in with the cove where the boats were moored. Lieutenant Hay, who had the guard that night, and of course slept in the boats, immediately dashed at them with the

barge, cutter, and gig : the savages cut their canoes adrift and made all sail ; they rather distanced the cutter and gig, but the barge gained on them. On closing, the Malays evinced every sign of defiance, placing themselves in the most threatening attitudes, and firing their swivels at the barge : this was returned by Mr. Hay, with the only musket in the boat, and as they closed nearer, the Malays commenced throwing their javelins and darts ; several fell into the barge, but without doing any injury. Soon after they were grappled by our brave fellows. Three of the savages had been shot, a fourth was knocked down with the butt end of the musket, five threw themselves into the sea and were drowned ; and two were taken prisoners, one of whom was desperately wounded. After having won the boat by this gallant enterprise, it was mortifying to lose her ; but she sunk as soon as she was taken. So desperate are the savages who infest these seas, that a wounded prisoner who was shot through the body, on being removed into the barge to save him, as his own boat was sinking, grasped a cutlass which lay within his reach, and would have done some mischief with it, had it not been forcibly wrenched from his hand : he died in a few minutes after. The consort of the proa escaped. The canoes were brought on shore, containing several articles of plunder from the ship : the proas appeared to be the two which set her on fire. The prisoners, one elderly, the other young, seemed to have no

hope, of being permitted to live, and sullenly awaited their fate; but on the wounds of the younger one being dressed, the hands of the elder one untied, and food offered to them, with other marks of kindness, they became more cheerful, and were particularly gratified on seeing the bodies of their dead companions, which had been brought on shore, decently interred. Those who stupidly contend against the good effects of moral instruction and Christian education among the lower orders, would perhaps deny the superiority of Captain Maxwell and his gallant associates over the uncultivated barbarians whom they subdued and relieved. It would be impossible to do justice to the conduct of this forlorn band of heroes, without entering more deeply into the contents of the volume than our limits will admit. We may be allowed to say, that the narrative is one of the most interesting that ever came from the pen of a sailor.

Lord Amherst having, by the care and assiduity of Captain Maxwell, been enabled to reach Batavia, with Lieutenant Cooke, Mr. Ellis, the secretary to the embassy, and Mr. Hoppner, these last two gentlemen, agreeably to a promise they had made at parting, returned to the assistance of their shipmates, in the Ternate, one of the Company's cruisers, and pushed back to the island with the utmost diligence. Nothing, except the supply of provisions, could have been more providential than the arrival of this vessel, at the very time when

famine threatened the garrison of the island (which in compliment to their leader they had named Fort Maxwell), and where upwards of fifty piratical proas had assembled to blockade, and threatened every hour to attack, them. The appearance of the Ternate, on the morning of the 3d of March, induced the barbarians to depart; and on the 7th, Captain Maxwell, having embarked the whole of his crew, quitted the island, and was received on board the Company's vessel, commanded by Captain Davidson.

During the latter part of the reign of his Majesty King George III., the insatiable thirst for knowledge kept pace with the glory of our arms by sea and land; and it is justly observed, by the editor of a work which claims our attention, that that period will be referred to by future historians as one not less distinguished by the brilliant exploits of our countrymen in arms, than by the steady and progressive march of the sciences and the arts. The same writer is, however, greatly mistaken in the lines immediately following, where he says (Preface to Captain Tuckey's Expedition to the River Zaire, p. 1), that these pursuits experienced little interruption from the war, "except in one memorable instance, where a French general brutally seized the person and papers of a British naval officer, on his return from a voyage of discovery, and with unparalleled meanness, injustice, and inhumanity, detained the former nearly seven

years in captivity, and purloined a part of the latter."

It may naturally be concluded that the author of a naval history would lean to the side of a British seaman, and particularly when he happened to be a British officer; but justice even to an enemy is, and ever will be, a paramount consideration with him. The name of General De Caen, we know, has been branded with infamy for the conduct which he thought proper to pursue towards Captain Flinders, who, in the Investigator, was detained at the Isle of France on his return from a voyage of discovery to the coast of New Holland. Few of our readers are acquainted with the cause of the dispute between these officers: the facts are here given as they have been recently stated to the author by a gentleman of veracity who was present, and who was himself the bearer of Captain Flinders's papers to England. It appears that Captain Flinders, when lying with his vessel at Port Louis, in the Isle of France, had been reported by some Frenchmen to have taken soundings in the harbour: this report, whether true or false we have not the means of knowing, was the cause of all the misfortunes which attended Captain Flinders. Summoned to appear before the General, his Excellency in a violent rage told him he was convinced that he (the Captain) was not the man he represented himself to be: this very naturally irritated the honourable mind of Captain Flinders,

who till that day had been in habits of intimacy with the General. Madame de Caen, an amiable and excellent woman, used her endeavours to restore harmony : she entreated Captain Flinders to think no more of the harsh words of the Governor, who after all meant nothing ; that he was irritable, and the pressure of business had hurried him to expressions which she was sure his sober judgment would condemn. "Come," said the kind-hearted lady, "come and dine with us to-day, and all will be forgotten." Captain Flinders had, however, been too deeply wounded in feeling and character, to pass it over in this manner. In whatever light the act might be viewed, he was conscious that he had not forfeited his claim to be treated like a gentleman, and that he was unlawfully detained. Being a British naval officer, furnished with a commission which had ever been respected among civilized nations, he therefore replied to the overtures of Madame de Caen, that he could never think of sitting at the General's table until the offensive words were recalled. This being refused, Captain Flinders was placed under surveillance, while an account of the transaction was sent home to Napoleon. General De Caen would, we have reason to believe, have liberated Captain Flinders soon after, but having referred the matter to his court, he was forced to await the result, and the subsequent detention was in consequence of orders from the French government, and not depending on the will of the General. We

have thought this explanation necessary, not only in justice to the General but to Captain Flinders, to whom science is so much indebted.

The benevolent solicitude of Madame De Caen must not be overlooked: this amiable lady made it her study to lighten the chains of the English captives, and cheer the dull hours of hopeless separation from their friends. Without having the honour of being personally known to her, the author of these volumes, is happy in an opportunity of testifying his sense of the obligations which the English prisoners at the Isle of France owed to the Christian virtues of Madame de Caen; in some future wars, this humble tribute may be the means of affording consolation and relief to other prisoners, not from the selfish hope of remuneration, but from the certainty of the facts being known and approved of by the wise and the good.

We have been informed that the papers taken from Captain Flinders, were only such as related to the Isle of France.

From this digression we return to the subject on which we set out, namely, the voyage of Captain J. K. Tuckey, of the royal navy, to explore the river Zaire, in 1816.

The object of this expedition was to ascertain whether the river Congo, or Zaire, might be the outlet of the Niger, running into the Southern Atlantic, in the sixth degree of south latitude. Such appears to have been the conviction of the celebrated Mungo Park to the end of his life, or to the

latest accounts which were ever obtained from him. In his letters to Lord Camden, to Sir Joseph Banks, and to Mrs. Park, from the banks of the Niger, he expressed a confident hope of reaching England by the way of the West Indies, by arriving at a distant part of the western coast of Africa, conducted thither by the stream of the Niger joining the Congo.

Captain Tuckey, who volunteered his services to explore this inland navigation, was an officer of rare merit. He had been first lieutenant of the Coromandel of fifty-four guns, when captured by the French in 1805; his conduct on that occasion was so highly commended by his captain, that it led to his promotion, after a cruel and inhuman detention of nine years in France, during which he was made to suffer all the miseries that the tyrant of Europe could inflict. Of this subject we now speak for the last time: we have, we trust, fairly proved that all the sufferings of prisoners both in France and England were the work of Napoleon; this proposition, let Mons. Dupin and his apologists in this country say what they will, is undeniable.

The Congo, to which Captain Tuckey was appointed in the latter end of 1815, was a vessel constructed by Sir Robert Seppings, for the express purpose of navigating the African rivers; she drew little water, was calculated to stow a quantity of provisions, and to afford large accommodation to her establishment of officers, and men of science embarked on board of her. Captain Tuckey, having received his orders from the lords commissioners of the admiralty, sailed from

Deptford, on the 16th of February, 1816. On the 5th of July, we find him at the mouth of the river Congo, where from eighteen fathoms water he obtained no bottom at the next cast with one hundred and fifty fathom of line. He was then, as he says, in the deep water channel of that great river.

The difficulties of navigating this river were increased by the bad sailing of the Dorothy transport, on board of which Captain Tuckey had embarked : finding, when off Shark Point, that he was losing time in his endeavour to move her up against the stream, he hoisted out all the boats, and rigged his double canoes which had been prepared for him in England with platforms ; in these he placed all the stores necessary for his immediate use, and, leaving the unwieldy vessel to follow when the wind permitted, he proceeded to join the Congo, which, under the command of Lieutenant Hawkey, had got ten miles a-head of them.

The result of this most unfortunate voyage threw very little light on the question for which it was undertaken, but ended in the death of Captain Tuckey, Lieutenant Hawkey, and almost every person engaged in it; such has, with very few exceptions, been the fate of every traveller who has ventured into that inhospitable quarter of the globe.

The voyages of Captains J. Ross and Edward W. Parry, to discover a north-west passage to China, have been so elaborately detailed to the public, that we need do little more than mention them. The desirable object of ascertaining whether an opening or channel

exists between Asia and America, has occupied the attention of the learned and the enterprising for the last two hundred years. The solution of this question would, however, be more curious than useful, that, and the exploring of the interior of Africa, are almost the only objects left for geographical speculation : should the persevering efforts of Captain Parry succeed in finding a passage from the Atlantic to the Pacific ocean, through Behring's Straits, it is not likely the attempt will ever be repeated, particularly if the modern project of cutting through the isthmus of Panama should offer a passage to China in a milder parallel of latitude. Captain Ross, having reached far into Lancaster Sound, conceived that he saw the land joining to the westward, and forming a deep bay : the season being advanced, and hopeless of finding any outlet, he returned to England. Captain Parry, who accompanied Captain Ross, drew a different conclusion, and was in the following year appointed to the command of an expedition fitted for the purpose of pursuing the same track, and exploring the extremity of the Sound, through which he penetrated, making the discovery of the Prince Regent's inlet, and the North Georgian islands. This intrepid navigator, having reached the 114<sup>th</sup> degree of west longitude, passed ten long months in the harbour of Winter Island, where for eighty-four days he never saw the sun ; he had now penetrated six hundred geographical miles further than any of his predecessors, and obtained the reward bestowed by Act of Parliament, of five thousand pounds, to be distri-

buted as prize-money between the officers and men, for having passed the 110<sup>th</sup> degree of west longitude in that parallel of latitude. Captain Parry is now absent on his third expedition to the Polar regions; whatever success he may meet with, his character as a navigator will stand unrivalled for science and perseverance.

---

## ANECDOTES OF NAVAL OFFICERS,

OMITTED IN THE FOREGOING HISTORY.

In consequence of information that an enemy's privateer had made many captures up the Elbe, Lieutenant T. B. Devon, of the Brevdrageren, proceeded up that river on the night of the 28th of March, 1813, with his own gig, and the Blazer's six-oared cutter, in search of her. At daylight two galliots were discovered at anchor, and on the supposition that they were merchantmen, the gig advanced considerably a-head of the cutter to examine them; nor was it discovered until within hail, that they were two Danish gun-vessels. To retreat, or even wait for the support of the other boats, was alike impracticable; nor was there time for hesitation, as the enemy, on hailing, immediately commenced firing. The gig boarded the nearest (the Commodore) under the smoke of the second discharge, which most providentially passed over the boat, though close to the muzzles of the guns; at the same moment an explosion of some cartridges on the enemy's deck threw them into utter confusion;

and to these circumstances must be attributed the unexpected success of a small gig with eight men and a youth, the lieutenant's brother, carrying a formidable Danish gun-vessel, mounting two long eighteen pounders, and three twelve pound caronades, with a complement of twenty-six men, and commanded by a lieutenant, fully prepared, and in open daylight. The cutter soon arriving up, the prisoners were effectually secured under hatches ; in the mean time the enemy's other gun-boat, panic-struck, had made sail for a fort, from which the distance was not more than four miles.

The guns of the captured vessel were re-loaded and put in fighting order, cable cut, and sail made in chase, and she was soon perceived to gain fast on the enemy ; but being so very near his own port, from which the whole proceeding might be distinctly seen, no time was to be lost. Mr. Dunbar, the master of the Blazer, was dispatched in the cutter to intercept and board, if necessary : seeing her former consort ranging up, and ready to pour in a broadside, and retreat being effectually cut off, this vessel struck her colours without further resistance. They proved to be the national gun-vessels Du Jonge Troutman and Du Liebe, of equal force, commanded by Lieutenants Lutkin and De Witt, of the Danish navy.

Admiral Sir William Young, at that time commander-in-chief in the North Seas, addressed the following letter to Lieutenant Devon, on the occasion just related ; and it, we think, does honour

equally to the chief and the officer to whom it was addressed:—

*Deal, April 4th, 1813.*

SIR,

I have had the pleasure, this morning, of sending Lieutenant Bankes to convey to you and to those who were with you, the expression of the Admiralty's approbation of your conduct in the capture of the Danish gun-boats, which does indeed well deserve to be approved of. I am afraid that gun-boats make but bad prizes, but whatever they may produce, I have desired my agent to distribute my share of it among the crews of the two boats by which they were taken, and heartily wish it were much more than I fear it will be.

I am, Sir,

Your humble servant,

WILLIAM YOUNG.

*To Lieutenant Thomas Barker Devon.*

On the evening of the 31st of July, 1811, the Algerine cutter of ten guns and sixty men, Lieutenant Blow, and Brevdrageren gun-brig of twelve guns and forty-seven men, Lieutenant Devon, being in company, off Long Sound, on the coast of Norway, fell in with a Danish squadron, consisting of three brigs of the largest class, the Langland (or Lowland) of twenty guns and one hundred and seventy-five men, and Logan and Keil, of nearly the same force. Our two vessels were necessitated to approach the enemy to pick up their boats, which had been previously sent away to cut out some vessels in shore. Having, with difficulty, effected this object, a retreat was com-

menced, in which great exertions were necessary by sweeping, &c. At daylight in the morning of the 1st of August, the enemy's squadron were somewhat scattered, the nearest of them being four miles distant, and separated about half that distance from her consorts. An attempt was made to bring this vessel to action, which it soon appeared impossible to effect, as the Dane instantly bore up to concentrate his force.

The retreat was again commenced, and the pursuit renewed by the enemy with redoubled exertions. At eleven A. M. the enemy's largest brig, which appeared to be the Commodore, was still about two miles in advance of the others, when a simultaneous attack on this vessel was resolved on, in the hope of carrying her by boarding before she could receive any effectual support. This bold attempt was frustrated by the prompt exertions of the enemy's second astern, and the Algerine hauling out of action, which she did with ease, being well manned and swift on her sweeps. The Brevdrageren was at this time in close action with the largest brig, and the second astern had already commenced with his foremost guns on the starboard quarter. This hopeless contest was continued some time, but it was apparent that the Brevdrageren, however gallantly defended, must have soon fallen a sacrifice to such an overwhelming superiority of force, when, at one P. M. a cat-s-paw (light air) sprang up on the starboard quarter: prompt advantage was taken of this favourable cir-

cumstance, the firing was ordered to cease, the sails instantly trimmed, and with every hand at the sweeps, a considerable distance was obtained from the enemy. This was facilitated by their having previously clewed up all their sails, and being too intent on firing, which he continued by sweeping the bow round, and keeping the broadside to bear. Indeed the enemy seemed scarcely to have been aware of this sudden manœuvre, and when at length he sheeted home and trimmed sails, the breeze entirely failed; the Brevdrageren had however attained a distance of long shot. The exertions on both sides continued until sun-set, the enemy keeping up a teasing fire, but unable to bring the Brevdrageren to action: at nine P. M. the chase was given up, the enemy being as completely exhausted as the small crew of the Brevdrageren; both sides had stood upwards of thirty hours at the sweeps, with the additional fatigue of more than an hour's close action: by daylight of the 2d, the enemy were distant about five or six miles, and did not resume the chase.

In this action, the Brevdrageren had fortunately only one killed and three wounded, but sustained much damage in the hull, sails, masts, and rigging, with several shots between wind and water; but, the weather being fine, she reached Heligoland in safety, and was from thence sent to Sheerness to be docked and repaired.—The Algerine had one man killed. A very serious investigation would have taken place on the conduct of the Lieutenant of

the Algerine, but before any complaint could reach the Admiralty he was dismissed from the command of his vessel, for another breach of discipline.

Captain Edward Wallis Hoare, of the Minden, of seventy-four guns, had landed a small body of seamen and marines at Point St. Nicholas, in the island of Java, for the purpose of procuring supplies for the squadron in 1811. This party was attacked by a very superior force of the enemy, who approached within a few yards of them. After contending for a quarter of an hour the enemy fled. During the action, Captain Hoare joined his men with a reinforcement, making about two hundred in all. A second time assailed, the English reserved their fire until the enemy came within fifteen paces, when a very spirited contest was quickly decided ; the French running in every direction, and leaving forty-four of their men killed, among whom were many officers, and taking away with them a great number wounded. Our loss was ten men killed and twenty-three wounded. The force of the enemy consisted of more than five hundred European and native troops.

Lieutenant (now Captain) Edmund Lyons, of the Minden, with the launch and cutter of that ship, carrying no more than thirty-four seamen and marines, stormed the Dutch fort of Marrack, on the coast of Java, mounting fifty-four guns, and having a garrison of one hundred and eighty soldiers. This desperate service was undertaken

contrary to the orders of Captain Hoare, who was obliged to call on Lieutenant Lyons to account for his conduct. We find a disciplined body of men, prepared with walls, cannon, and every species of offensive weapon, defeated and dispossessed of a strong fort by one sixth part of the number. Mr. Lyons, in his modest defence, says, "Being convinced the enemy did not expect an attack, and that they had no suspicion of a British army being in Java, we thought the surprise of Marrack might draw their forces towards that quarter, and operate as a favourable diversion for our troops." Having made his arrangements during the day, he placed his boats at sunset behind a point which concealed them from the enemy's sentinels: at half-past twelve at night, he rowed in to the attack, and was received with a volley of musketry. Seeing there was no hope of surprising them, he boldly ran his two boats on the beach in a heavy surf, under the embrasures of the lower tier of guns, placed his scaling ladders, mounted the walls, killed three men in the very act of applying matches to their guns, and in an instant was master of the lower battery. Without giving the enemy time to recover, he re-formed his men, placed the ladders again to the upper fort, reached the summit, and found the Dutch drawn up to receive him. They stood the first volley from the English, but on Lyons calling out that he had four hundred men with him and would give no quarter, the enemy fled: at one o'clock, a third battery

and two gun-boats opened their fire on this adventurous officer and his little party; but they returned it with some of the guns they had just taken, while his men were busily employed in spiking and disabling the others. By dawn of day, having nearly completed the destruction of the whole, he retreated to his boats, and found his launch had beat so high up on the beach with the force of the surf as to leave no hope of getting her afloat; he was therefore compelled to embark all his party in a six-oared cutter. At sun-rise, the enemy, from their walls, beheld the small force, by which, during the night, they had been invaded, and disgracefully beaten, return to their ship.

Captain Hattris, in the Sir Francis Drake, off Rembang, in the month of May, 1811, fell in with nine sail of felucca rigged gun-boats and five proas, armed in the same manner: five of these vessels he captured by his own guns. Shoal water prevented his ship approaching the others, but dispatching his boats, under the command of Lieutenant Bradley, the whole were taken before eight o'clock in the morning, without the loss of an Englishman. Numbers of the enemy jumped overboard and were drowned; others were killed in boarding; many were upset in their small boats, with which they attempted to gain the shore; nor could the British officers and men, with every endeavour, succeed in saving many of these victims to their own base fears. These boats were all quite new: they were eighty feet long, seventeen

wide, pulled sixty oars, and were fitted to carry an eight inch howitzer abaft, and twenty-four pound caronade forward; only one of them had her guns in, the others were either thrown overboard in the chase, or had not been put on board. Captain Harris was under the necessity of burning the whole of them except one, which he reserved for a dispatch boat: it is remarkable, that these vessels were all under French colours, commanded by French officers, and crews partly of that nation, and partly natives; the numbers on board of each were generally from twenty to thirty men, not having their full complements.

Captain Robert Maunsell, in the Procris sloop of war, in the same month, defeated a similar force at the mouth of Indromay river, where six gun-boats, having under their convoy forty or fifty sail of proas, had come to an anchor. The sloop not having water enough to approach them, Captain Maunsell took his boat and two flat-boats, with an officer and a party of twenty-two men each, from the 14th and 89th regiments. Five of the gun-boats he boarded and carried; the sixth blew up before the assailants reached her. The crews, after throwing their spears into the boats of the Procris, jumped overboard and swam away; the convoy escaped up the river. These boats carried one brass thirty-two pound caronade forward, and one eighteen pounder aft. Their complement of men, sixty each. The British had eleven men wounded; the loss of the enemy was never known.

Macassar, the capital of the island of Celebes, was occupied by a detachment of troops from Madras, under the command of Captain Phillips, and conducted over by Captain Crawford, in the Hussar frigate. Captain Crawford also concluded a treaty of peace with the rajah of Bonni, the most powerful prince on the island of Celebes. Captain Thurston, of the Hesper sloop of war, announced the surrender of Coupang, in the island of Timor.

#### SIR WILLIAM HOSTE'S ACTION OFF LISSA.

As soon as the action was concluded, and the ships and prizes rendered in some measure seaworthy, Captain Hoste proceeded to Lissa, with his squadron, whence he addressed a letter to the captain of the Flora, lying at Lessina, and peremptorily demanded the surrender of his ship, as having struck to the Amphion, to prevent being sunk: an answer was returned by the Captain of the Danae, but neither signed, dated, nor even addressed, in official form. This document stated, that the Captain of the Flora having been wounded, he (the Captain of the Danae) had taken upon himself, as the senior officer, to answer the letter; he affirmed that "the colours of the Flora were not struck, but shot away." This impertinent letter was returned to the writer for date and signature; and Captain Hoste observed, that he should not ask him whether the Flora had struck, but would appeal to the captain of that ship, and if he was too ill to answer, to the succeeding officer: "but,"

continued the British captain, "I again assert, and ever shall maintain, that, by the laws of war, his ship belongs to my sovereign, and his sword to me." This reasoning had no effect on the French officer, who being secure in his port declined coming out. The facts are correctly stated by Sir William Hoste, and the claim was properly made, but it was not to be supposed that the ship would be given up, we have no instance of the kind, though many of their having been claimed.

Of the crew of the Favourite, two hundred only remained alive unhurt, after the destruction of their ship. These took refuge at Lissa, where they were summoned to surrender by Messrs. Lew and Kingston, two midshipmen of the Active (who had been left there in charge of prizes), with several men belonging to privateers. The French officer acceded to the terms, and the whole of them laid down their arms and became prisoners of war. The spirited conduct of these young men is admirably contrasted with the dastardly behaviour of a Sicilian privateer, a brig of fourteen guns, called La Victoire: her captain (Clemento Farma) while lying in the port of Lissa, and previously to the action of the frigates, struck his colours to a small one-gun Venetian schooner. This was witnessed by every officer and man in the British squadron. The noble youths, Lew and Kingston, instantly boarded her, hoisted the colours, beat off the schooner, and prevented her destroying the vessels in the bay. Another act of heroism was

performed by the Lieutenants Dickenson of the Cerberus, and Hay of the Active. These officers, soon after boarding the Corona, found her on fire in the maintop, and the whole of the rigging and sails on that mast being instantly in a flame, and in the disabled state of the squadron, without the possibility of any assistance being afforded to them, Captain Hoste considered the ship as lost; but, left to their own resources, these young officers cut away the mast, extinguished the flames, and saved the ship and the lives of those on board, particularly of the unfortunate wounded men.

In the gulf of Florida, Captain Hugh Pigot, took the American sloop of war Frolic, of twenty-two guns (twenty thirty-two pound carronades and two long eighteen pounders) with one hundred and seventy-one men. This vessel struck to the Orpheus, of thirty-two guns, without a shadow of resistance. She was upwards of five hundred tons burthen, and the Americans might please themselves by calling her a sloop of war. She was in effective force superior to our twenty-eight gun frigates. So great was the panic, under which the officers and crew appeared to labour, that they threw all the lee guns overboard, and continued throwing over their shot and small arms until the boats of the Orpheus got on board.

In the month of October, 1814, Captain the Hon. Henry Duncan, in the Imperieuse, of forty-four guns, attacked three French gun-boats, each car-

rying an eighteen pounder, and moored under a strong fort, near the town of Positana, in the gulf of Salerno. One of the gun-boats was immediately sunk by the fire of the frigate, which had silenced the fort, but the enemy not being driven out, Captain Duncan ordered Mr. Eaton Trevers, his first Lieutenant, and Lieutenant Pipon of the Royal Marines, to land and storm it, which they did under a heavy fire of musketry, and against treble their numbers. The enemy fled, leaving thirty prisoners and fifty stand of arms: the guns, which were twenty-four pounders, were spiked by our men and thrown over the cliff.

#### BATTLE OF BAROSSA.

In this brilliant affair, the enemy had eight thousand men engaged, of whom they lost three thousand in killed, wounded, and prisoners. General Ruffin was taken and sent to England. Our loss amounted to twelve hundred in killed and wounded. The Spanish general and his army had no share in the action. The service of the navy, on this occasion, would have been far more useful, had the Rear-admiral been apprised, as he ought to have been, in due time, of the approach of Sir Thomas Graham, from Algeziras, towards the French lines, but the officer charged with the despatches thought proper to give chase to a suspicious vessel, and by so doing nearly blasted the efforts of the combined movement.

This is a case so nearly parallel to that of Lord

William Fitz Roy, who, under circumstances nearly similar, has been censured for not having pursued an enemy's frigate; that we cannot refrain from referring to it, in order to point out the pernicious consequences which might arise from officers preferring their own before their country's honour. The defeat of the enemy would have been much more decisive, had the dispatches been delivered as they should have been.

It was not till 11 o'clock on the 5th of March, that Sir Richard Keats received intelligence, by telegraph, of the approach of Sir Thomas Graham, with the army from the southward; he immediately made the signal for the Implacable and Standard to weigh, and the flotilla to move up. At this moment, the dastardly pilots declined taking charge of the ships, and while the squadron was preparing for action, the battle of Barossa was decided.

#### LOSS OF THE ST. GEORGE AND DEFENCE.

From both these ships, about eighteen men only were saved: they reached the shore in the last stage of human suffering: the fate of the Defence was exactly similar to that of the St. George: the body of the gallant and self-devoted Captain Atkins, was picked up by the Danes, ere life was perfectly extinct; but all the kindness of the hospitable people failed in restoring animation, and he was buried with military honours, by order of the Danish government. While we applaud the heroic determination of Captain Atkins to save his admiral, or perish in the attempt, what shall we say for the memory

of Captain Pater, who chose what he considered a line of duty equally imperative? Is an officer, seeing a ship inevitably lost, to run his own alongside of her, without the most distant prospect of saving one person on board? On this question, we decline offering an opinion; but leave it to the judgment of those who may unfortunately be so situated: certain it is that no blame was attached to Captain Pater; his view of the case was, "that if by staying near his admiral he could have afforded him any relief, he never would have quitted him;" conceiving that to be impossible, he supposed his next duty was to preserve his own ship, and the gallant crew. The loss of these ships was the subject of conversation in the house of commons: in consequence of a question from Mr. Whitbread, Mr. Yorke, the first lord of the admiralty, gave a short account of the facts, and evinced so much feeling on the occasion, that it drew forth a very elegant compliment from Mr. Whitbread, who observed, that the whole calamity was the effect of misfortune alone; and that it was a consolation to reflect, that no blame could be imputed to any one.

We calculate the number of lives lost in all these wrecks, including the Saldanha, at about two thousand, exclusive of the seamen drowned in the numerous merchantmen which foundered in the same winter, and which, taken altogether, will amount to five thousand men, and very far exceeds the number of slain in all the general actions since the commencement of the war.

## SPAIN.

How invariably does the injustice of men recoil upon their own heads. What exertions did not Spain make? what men, and what treasure did she not expend in the cause of North America? When those colonies threw off the easy yoke of England, little did the short-sighted rulers of Spain imagine they were fostering a nation, whose example would soon be followed by the neighbouring countries from which she derived her wealth.

The junta of Seville, which exercised the provisional government in the name of their absent king, offered that freedom to the South Americans, which they no longer had it in their power to withhold. From the first landing of Sir Home Popham on the banks of the Rio de La Plata, the inhabitants of the great southern continent had gazed on the dawning of liberty, until dazzled by its full effulgence in 1811; but this light, without instruction, without the gradual experience and improvement of the human mind, only served to make "darkness visible." Liberty awoke from the slumber of ages; but so loaded with the fetters of bigotry and despotism, that her first acts were those of a maniac: like the revolutionists in France, the South Americans laid their country in blood, and with returning reason regretted the havoc they had made.

Had the British government acted by the common and narrow law of retaliation, she would have fomented the dissensions between Spain and her co-

lonies, and even among the colonists themselves, as the means of advancing her own interests ; but the policy of Great Britain was more enlightened, she sought her interest in the straight forward road of honesty, and the happiness of the human race : had gold or conquest been her object, she might have bribed avarice and ambition, till (if it were possible) the wide range of those passions were gratified.

His majesty, King George IV. then Prince Regent, having made a treaty of alliance, offensive and defensive with Spain, could no longer act but as her real friend : such were not only the sentiments of the royal bosom, but also those of the nation at large.

Sir Henry Wellesley, the British ambassador, at Cadiz, and Rear-admiral Sir Richard Keats, perfectly acquainted with the benefit which England and Spain might derive from mutual assistance, and foreseeing that the loss of the Spanish colonies might deprive the parent state of her only resources for carrying on the war, proposed, to the executive government at Cadiz, to send a proper person to England, with instructions for explaining their views to the minister. Captain Cockburn was selected for this service, having been at Vera Cruz, and become acquainted with the wishes of the colonists ; he had also acquired the favour of the Spaniards, by the attempt he had made to rescue their king from the prison of Valançay : resigning the command of the Implacable, he proceeded to England in the Druid frigate,

arrived on the 5th of May, 1811, and communicated his instructions to his majesty's ministers, who determined to send out an embassy of mediation, in the name of the Prince Regent, between Spain and the revolted colonies of South America. Captain Cockburn was chosen as one of the commissioners ; and ordered, in the month of November, to hoist a broad pendant on board the Grampus, of fifty guns, with the rank of Commodore : his colleagues were, Thomas Sydenham, Esq. and J. P. Morier, Esq. : these gentlemen were nominated his majesty's commissioners of mediation, with the diplomatic rank of envoys extraordinary, and ministers plenipotentiary.

It was not till the 2d of April, 1812, that the commissioners received their final instructions, on the receipt of which, they sailed in the Grampus from Spithead, and arrived at Cadiz on the 21st. But here their difficulties began ; and by the narrow-minded prejudices and sordid views of the Spanish executive government, and the majority of the Cortez then assembled at Cadiz, their labours were rendered abortive.

These ignorant and selfish people, instead of openly acknowledging and confirming the independence of the colonists, as their predecessors had done, insisted on confining the mediation to particular parts of Spanish America : this was so contrary to the views of the commissioners, that reference was had to England; and, after repeated delays, the commissioners finding they could make

no impression on the junta, and being resolved not to proceed to America with limited powers, put an end to the conferences as they were authorised to do, and returned home. Such was the state of things between Old and New Spain, in 1811-12; when the Honourable Vice-admiral, Michael De Courcy, held the command on the South American station, with a small squadron, for the protection of the British trade. The harbour of Rio Janeiro was his head-quarters; and we had our envoy with the Portuguese government: their provinces continuing in a tranquil state, while those of Spain, in the south, west, and north, were in the highest ferment of civil discord.

In the month of June, 1811, the states of Venezuela declared their independence.

In the West Indies, we have nothing of a maritime nature to commemorate in 1812. At Jamaica, the Commander-in-chief, Vice-admiral Bartholomew Samuel Rowley, died of the yellow fever: he was a zealous and gallant officer, highly respected in his profession.

The instructions given to Rear-admiral, Sir Samuel Hood, on his sailing for India, are deserving of our attention, as they lead to the true interests of our eastern empire, always keeping in view the best means for preserving our maritime superiority.

The Rear-admiral, in addition to the private communication from the first lord of the admiralty, the Right Honourable Charles Yorke, was officially directed by the Board, to pay particular

attention to the settlements of the Dutch, in the eastern seas ; and, in case of their falling into our hands, to use every endeavour to conciliate the esteem and good-will both of the settlers and the natives.

The Captains of His Majesty's ships were to be very particular in their inquiries, as to what supplies those islands might be able to afford to the squadron, and also what articles of commerce are raised in the islands, and what the natives would require in exchange for them.

To the Philippine islands, he was to look with great circumspection, as the port wherein the greatest annoyance might arise to our China trade, by affording shelter to the enemy : a line of conduct is here marked out, fraught with prudence, justice, and moderation ; how infinitely have we improved in this line of political economy since the year 1782.

The Admiral was to keep a frigate and sloop in the Persian Gulf, to watch the movements of the enemy ; and occasionally to open a communication with the Red Sea.

Provisions were to be procured in India, in preference to their importation from England or Ireland : viz. beef, pork, biscuit, rice, calevances, tea, sugar, cocoa, and spirits ; and great attention was to be paid to contracts, in order to see justice done to the public.

Hospitals were to be inspected with care, and the utmost attention paid to the patients.

Naval stores were to be procured in India ; such as cordage, canvass, and spars, all of which are abundantly produced in the peninsula of India, and the island of Ceylon. The great advantages of this discovery are, the vast saving to the mother-country, and insurance of good articles ; our cordage and canvass generally being found decayed from the length of the voyage.

India abounds with a variety of vegetable productions, yielding fibres that are suitable for the manufacture of cordage : the strongest, and, for some purposes, the best, is that which is obtained from the cocoa-nut, and known usually by the name of Coir : next to this is the rope manufactured from the fibres of the aloe, which has been found superior to the best English wheel-ropes made in our dock-yards ; but no certain dependence can be placed on any considerable supply of either of these articles ; that which is most in use throughout India, is the produce of a plant called Sunne, the quality of which differs materially, according to the soil and situation in which it grows, and perhaps also, according to the process of steeping and preparing the fibre. From experiments made in Chatham dock-yard, the hemp of Bengal, was found to be of so inferior a quality, as to be wholly unfit for naval purposes, while the fibres of the same plant, produced on the western side of the peninsula, where it is usually known by the name of Concan or Salcotte-hemp, has been found much superior to the best Riga hemp. The real

hemp is also a native plant of India : the fibres of all these articles, and of some others, are manufactured by the natives, into cordage, with considerable skill. English rope-makers were, in consequence of this discovery, sent out to Bombay and Madras ; and the resident commissioners had orders to confine their purchases to clean Salcette, or Concan hemp ; by which means it was hoped, that for small cordage, at least, the squadron in India, might be entirely independent of England ; and, finally, for cables, shrouds, and halsers. The introduction of iron cables in the navy, has added still more to the resources of our Indian squadron.

Bengal canvass was found, on experiment, equal to English ; and our ships were supplied with it on equitable terms, by contract. Timber in India, for the purposes of ship-building, had been discovered some years before to possess superior qualities ; and as far back as 1802, we find the Admiralty employed in the consideration of constructing ships of the line at Bombay, and sending home in them the component parts of a ship of equal size. The Admiralty, in 1811, directed the Commander-in-chief to make inquiry into the quantity of wood, either for masts, yards, or building, particularly of teak, and other forest trees, growing on the Malabar coast, which are found to be superior to those of Pegu, and the countries on the eastern side of India.

The country of Travancore, is represented as abounding with poon timber, applicable to the

purposes of masts and yards, for ships of the largest dimension : and Sir Edward Pellew, stated to the Admiralty, that while he held that command, he purchased, through the assistance of Mr. Baber, the Collector of Malabar, fifty-two of the largest spars, for the sum of six thousand rupees, which sum he had been compelled to pay for two only, on former occasions. The island of Ceylon is also reported to abound with good timber: and inquiry was directed to be made in the neighbourhood of Point de Galle and Trincomalee.

The Admiralty directed the attention of the Commander-in-chief to the regular relief of the ships and crews that had been the longest in the country; by which salutary precaution an act of justice was done to that class of men, on whom our existence, as an empire, chiefly depends. There is an instance of a ship's company who, after eleven years' servitude in India, were sent home, and immediately drafted into another ship and sent out again, without having their foot on shore in their native land: this was a cruel case, and one which did infinite injury to the naval services: it happened in the administration of Lord Barham.

The Admiral was next directed to inspect all the naval ports of India, and to make himself well acquainted with their local advantages and defects. The principal stations of this description are Calcutta, Prince of Wales's Island or Pulo Penang, Bombay, Madras, and Trincomalee.

Calcutta, in consequence of the shifting of the sands in the Ganges, the rapidity of the tides, the hazard of approaching the sand heads during the S.W. monsoon, and the extreme unhealthiness of the shores of the river, was never to be resorted to but in cases of absolute necessity.

The docks at Bombay will receive our largest ships employed on that station, where it is to be observed that 1st and 2d rates are never sent. Prince of Wales's Island, as a naval port, is only of value to the China trade; it has an excellent harbour, and is a beautiful and flourishing colony. Trincomalee is our best naval port on the east side of the peninsula of India; it is a noble harbour, and the only good one in the island of Ceylon, or on the east side of the bay of Bengal; but unfortunately it is liable to dreadful diseases in the months of July, August, and September: these were unknown in former years. Madras is an open roadsted, with a perpetual surf beating on the shore and rendering the communication at all times difficult, frequently dangerous, and sometimes impossible. Bombay on the west side of the peninsula is a fine harbour, having a great rise of tide, by which the docks are rendered particularly efficacious. The Minden, of seventy-four guns, was built here, and in 1810 the Admiralty directed that the Cornwallis, of seventy-four guns, should be laid down on the same slip, and be built after the model of the Ajax; and at the same time timber for the construction of another seventy-four

was directed to be converted, put on board the Cornwallis, and sent home in her.

The naval establishment of Madras was directed by Mr. Yorke to be removed to Trincomalee, where docks were intended to be constructed, and the Commander-in-chief ordered to report on the expediency thereof.

Such were the instructions given to our admirals in India. Let us hope they will never be lost sight of.

#### LIMITS OF NAVAL STATIONS.

Much litigation and disagreement between the flag-officers of his majesty's fleet having arisen during the late and former wars, in consequence of the limits of the different stations not having been properly defined, the present Board of Admiralty have, by a recent regulation, so marked the limits of each command, that future dispute is almost placed beyond the reach of possibility. The following will be found a correct copy of their lordships' orders on this subject :

##### *Chatham, &c.*

Chatham, Sheerness, and the Buoy of the Nore; in the river Medway, and northward, as far as the sixty-fourth degree of north latitude; westward, as far as the fourth degree of west longitude; southward to Dungeness, on the coast of England; and eastward, to within a league of the opposite continent, from the before-mentioned degree of north latitude, to Cape D'Alprée, to the westward of Boulogne.

##### *Portsmouth.*

Spithead and Portsmouth harbour; and on a station bounded on the east by a line drawn from Dungeness to Cape D'Alprée, to the westward of Boulogne, and on the west, by the Start Point.

*Plymouth.*

Bounded on the east by the meridian of the Start; on the south, by the forty-eighth degree of north latitude; and on the west, by the tenth degree of west longitude, between that latitude and the latitude of the Land's End; and northward, from thence, by a line drawn from the point where the eighth degree of west longitude intersects the latitude of the Land's End; midway through St. George's Channel, including the Isle of Man, and four leagues on the western side of that island; as far north as the mid-channel of the Solway Frith.

*Cork, &c.*

Bounded on the north, by the sixty-fourth degree of north latitude, and the fourth degree of west longitude; on the west, by the fifteenth degree of west longitude; on the south, by the latitude of the Land's End; and on the east, by a line drawn from the point at which that latitude is intersected by the eighth degree of west longitude; midway through St. George's Channel, and the north channel, but not including the Isle of Man, and four leagues from the western coast thereof, until the said line shall intersect the latitude of sixty-four.

*Mediterranean.*

In the Mediterranean, and without the Straits of Gibraltar, as far westward as the meridian of Cape St. Vincent.

*North America.*

Bounded on the north, by the fifty-fifth degree of north latitude; on the east, by the fortieth degree of west longitude; on the west, by the coast of America, including the river St. Lawrence, to Quebec; and on the south, by the thirtieth degree of north longitude.

*West Indies.*

Within a line drawn from the eastern coast of North America, at the thirtieth degree of north latitude, along that parallel to the seventy-fourth degree of west longitude; thence, diagonally, to the intersection of the seventy-second degree of west longitude, with the tropic of Cancer; then along the tropic, to the fiftieth degree of west longitude, and along that degree of longitude, till it meets the continent of South America; and bounded by the continent of America, on the west and south.

*South America.*

On the eastern coast of South America, and on the Pacific Ocean; on the eastern side of the said continent, from the equator to the antarctic circle, and as far east, as the fiftieth degree of west longitude; and on the western side, from the antarctic circle, along the whole extent of the western coast of America; and as far west as the hundred-and-seventieth degree of west longitude.

*Africa.*

To the southward of the latitude of Madeira, and to the eastward of the meridian of St. Anthony, one of the Cape de Verd Islands; and as far to the southward as the Commodore's orders may render it necessary for him to proceed.

*Cape of Good Hope*

And the seas adjacent, as far to the northward as the equinoctial line, and as far westward as the fifteenth degree of west longitude; southward, to the antarctic circle; and eastward, to the sixtieth degree of east longitude.

*East Indies.*

On the west, to the northward of the equator, by the coasts of Africa and Asia; and the southward of the equator, by the sixtieth degree of east longitude.

On the south, by the equator, from the coast of Africa to the sixtieth degree of east longitude; and by the antarctic circle, from the sixtieth degree of east longitude, to the hundred-and-seventieth degree of west longitude.

On the east, by the hundred-and-seventieth degree of west longitude.

On the north, by the coast of Asia.

## STEAM-VESSELS.

At present there are but three steam-vessels employed by the government for the naval service, and these for the purpose of towing ships out of harbours or rivers. The Comet, of two hundred and thirty-eight tons' measurement, and having two engines of forty horses' power each, is stationed at Deptford, and employed chiefly in towing ships

out of the rivers Thames and Medway. The station of the Meteor is at Plymouth, she measures two hundred and ninety-six tons, and has two engines of fifty horses' power each. The engines for the two aforementioned vessels were made by Messrs. Bolton and Watt. The Lightning, similar in construction and size to the Meteor, is stationed at Portsmouth, she has also two engines, each of fifty horses' power, which were constructed by Mr. Maudsley. This vessel has been lately employed before Algiers, for the purpose of towing the bombs and mortar-vessels into their stations.

In still water, the rate at which the Comet moves may be reckoned at eight knots, or nautical miles an hour, the rate of the Meteor and Lightning at nine. When the Comet is towing large frigates, and the Lightning and Meteor ships of the line, their average rate, in still water, may be estimated at five miles an hour.

The advantages which have arisen from steam-vessels employed in internal commerce both in this country and in America, by the expeditious and certain conveyance of passengers and light goods, are too well known and appreciated to be insisted on in this place; but, from the few years which have elapsed since these engines have been used for propelling vessels, it may be fairly concluded, that steam navigation is still in its infancy.

In turning our view to the probable consequences which may arise from the application of such vessels to the purposes of war, we can reason

only from what is now in use, without adverting to any supposable advantages which may be hereafter derived from improvements in the adaptation of these engines to ships—in a greater force being obtained with less consumption of fuel—by alterations in the propelling apparatus—or in the application of the motive power.

The capability of steam engine vessels to act in a troubled sea, is no longer to be questioned, as the constant voyages which are made in them between this country and ports on the continent of Europe, as well as from England to Ireland, in all weathers and at all seasons of the year, without any serious accident having happened, have put this point beyond a doubt. The great space which the machinery occupies, and the large consumption of coals, prevent vessels of this description from being employed on long voyages. It is true that the Savannah, an American ship, crossed the Atlantic, but on her arrival at Liverpool it was ascertained that the steam-engines with which she was fitted had been used for fifty-four hours only, on account of the want of fuel.

These vessels appear but little adapted for attack in war, from the exposed situation of their paddle wheels, of the machinery which puts them in action, and of the boilers, as one shot well directed would derange or destroy the whole of the power. But it appears probable that they may be used with great effect in towing a ship of war in or out of action, as the vessel towing may be protected or

placed out of danger by the ship towed; or these vessels may be used against fleets of merchants' ships that may be becalmed.

The attention of the naval powers on the continent of Europe is directed to the consideration of this novel but powerful method of propelling ships. Not only have their best engineers visited this country for the purpose of ascertaining the progress made in steam navigation, but the French government sent M. Marestier to America to ascertain what had been done there, and his able report recently made to the institute, fully justifies the propriety of the selection.

With better machinery than is made in any other country, and with coals far better adapted to the purpose of steam engines, it appears probable that we shall not be rivalled in our exertions in this species of navigation. Let us not, however, slumber in security, but be constantly alive to improve this science, which may at no distant period change the face of naval warfare.

The introduction of steam-vessels for the purpose of taking ships in and out of harbour is traced as far back as the year 1734, when Jonathan Hulls invented a vessel of this description, having one fly-wheel over the stern instead of one on each side as now used.—See a reprint of this invention in the Mechanics' Magazine. We sincerely wish the editor of this work would confine himself to "mechanism" only; he would then have the hearty support of a respectable body of the community.

**Copy of the commission given to the Earl of St. Vincent, appointing him an Admiral of the Fleet.**

*By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, and all his Majesty's Plantations.*

**To the Right. Hon. John, Earl of St. Vincent, G. C. B. Admiral of the Red.**

By virtue of the power and authority to us given, we do hereby constitute you an Admiral of the fleet, hereby willing and requiring you to take upon you the charge and command of his Majesty's said fleet as Admiral and Commander-in-chief accordingly, and authorising and requiring you, whenever you shall receive our order to hoist your flag, to wear the Union at the main-topmast-head on board such ship of his Majesty's said fleet where you shall happen at any time to be, hereby willing and requiring all "captains," commanders, and other officers and companies of the said fleet, to obey you as their Admiral and Commander-in-chief, and you likewise to observe and execute, all such orders and instructions as you shall, from time to time, receive from us, the Lord High Admiral of the United Kingdom of Great Britain and Ireland, or the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c. for the time being. And we do hereby authorise you, whenever you shall receive our order to hoist your flag as aforesaid, in case of any neglect, disability, or other default, or defect, of any of the said officers, or seamen, to displace them and appoint and constitute others in their stead, until our pleasure shall be made known, and for so doing this shall be your warrant.

Given under our hands and the seal of the office of Admiralty, this 19th day of July, 1821, in the second year of His Majesty's reign.

MELVILLE.  
G. COCKBURN.  
H. HOTHAM.

By command of their Lordships,  
**J. W. CROKER.**

---

In consequence of this commission, there were then two admirals of the fleet; His Royal Highness the Duke of Clarence being the senior.

*Admiralty Office, 19th August, 1815.*

The following are to be observed as the Regulations for Midshipmen on the Peace Establishment :—

1. The captains of the respective ships will enter the usual number of "Mates," "Midshipmen," and "First Class Boys" of their own selection, whenever there may be vacancies in the complement, observing, however, that no person is to be rated as Mate of a line-of-battle ship, or 5th rate, who shall not have passed the usual examination for Lieutenant, and that previously to the first entry into the service of any young gentleman, the approbation of the Lords Commissioners of the Admiralty shall be obtained on a statement by the captain of his age, family, and education.
2. A certain number of supernumerary Mates and Midshipmen will be appointed by their Lordships, and are to be borne by their order only.
3. No Captain shall discharge or disrate any Mate or Midshipman, or First Class Boy, without an order from their Lordships, on a home station; or, if the ship be on a foreign station, without the order of the Commander-in-chief, who is to report the case and the cause of the discharge or disrating, for their Lordships' information.
4. The Captains are to report the names of all Mates, Midshipmen, and Boys of the first class, as they join the ship, and are carefully to report all deaths, invalidings, discharges, or other changes.
5. The Captains are to be very particular in attending to the instructions relative to the ratings of the several classes, and to take care that on no account whatsoever are any young gentlemen kept on board the ships under any other ratings than "mate," "midshipman," or "first class boy."

By command of their Lordships,

J. W. CROKER.

**Copy of Treasury Minute of the 9th of April, 1813.**

READ letter from the Secretary to the Admiralty of the 9th ult. transmitting and recommending memorials from Admiral Sir J. DUCKWORTH and Vice Admiral SAWYER, praying the full benefit of American ships captured by him; together with an opinion of the King's Advocate upon his claim. Read a further letter from the Secretary to the Admiralty of the 27th ult. referring to the above, and to a prior letter from the Admiralty of the 3d of March, and calling the early and favourable attention of this Board to this subject. Read, also, a letter from Admiral SAWYER of the 26th ult. requesting the serious attention of government to his memorial, and stating that ill consequences may be expected to arise from any further delay in the distribution of the American prizes.

Read, also, a letter from the Secretary of the Admiralty of the 7th instant, referring again to his former letters, and transmitting a copy of a memorial from Admiral Sir JOHN BORLASE WARREN, praying a grant of the proceeds of captures made in the West Indies, prior to the 13th of October last, which have been condemned as droits to the crown.

My Lords having taken into their consideration the peculiar circumstances attending the commencement of hostilities with America, and the very meritorious conduct of the captors on the American stations, and particularly the considerable sacrifices which they made of their own immediate interests for the public service, by destroying a number of vessels which they might have sent into port, in order to avoid the necessity of weakening their own crews, and thereby disabling themselves from acting so efficiently against the enemy, are of opinion that those special grounds will warrant them in recommending to his Royal Highness the PRINCE REGENT, in addition to the proportion usually granted to captors of droits to the crown, to make a further grant to the captors of vessels on American stations, as a compensation to them for the loss which they will sustain in consequence of the vessels so destroyed as aforesaid, of nine-tenths of the reserved proceeds of all vessels and cargoes taken by them at sea, and condemned as droits of the crown in the Vice Admiralty Courts of Newfoundland, Halifax, and Bermuda.

Transmit copy of the minute to Mr. CROKER, for the information of the Lords of the Admiralty.

The following answer to an application for head-money is given without any comment.

*Treasury Chambers, Feb. 20, 1815.*

SIR,

HAVING laid before the Lords Commissioners of his Majesty's Treasury, your memorial of the 13th ult. requesting to be paid head-money on four American privateers destroyed by the *Spartan* and *Maidstone*, I am commanded by their lordships to acquaint you that as it appears that the captures in question were made previous to the date of the order in council authorising reprisals against America, they cannot comply with your request.

I am, Sir,

Your obedient servant,

R. LUSHINGTON.

*Capt. Brenton, No. 4, Park-lane.*

In 1822, Russia, by an imperial ukase, claimed the exclusive right of navigating the Pacific Ocean to the northward of the  $51^{\circ}$  of north latitude from America to Asia. The subject was mentioned in the house of commons on the 5th of July, by Sir James Macintosh, who asked the Marquis of Londonderry whether this claim was acceded to by Great Britain, to which the minister replied that it was *not*, and that a protest had been sent to the Russian Ambassador, and an amicable explanation entered into; in the meantime the rights of British subjects to navigate those seas were to remain undisturbed.

In the Naval Chronicle of 1811, vol. 2. p. 234, is a letter from Mr. Fulton to Count Marbois, proposing to destroy the whole British fleet by

means of torpedoes. This man first proposed his plans to Mr. Pitt and Lord Keith; they were tried at Boulogne and failed. He next invented the famous stone-ships, which he was to have conducted himself to the harbour of Boulogne, but by some means never could find a favourable opportunity of doing so: he was, however, well paid for what he performed. After this he was no more seen in England; and we hear of him in America, receiving money from that government, for perfecting his inventions there, while at the same time he is in correspondence in 1809 with the Count de Marbois, to impart his secret to Napoleon, to rid his imperial majesty at once of all his enemies, to smooth the way to universal empire, and the conquest of England. On completing this last, though not least object, the modest projector only demands two millions sterling, to be paid to himself, his heirs, or assigns. Admiral —— (who once held the command in the Downs) asked a projector of this description, and we believe the same person, where he expected to go when he died? The man hesitated: "Why to Hell to be sure," said the honest veteran.

**SUPPLIES VOTED BY PARLIAMENT FOR THE NAVY,**  
**FROM THE**  
**YEAR 1805 TO 1825, BOTH INCLUSIVE.**

Year	No. of Seamen and Marines.	Wages.	Victuals.	Ordnance.	Wear and Tear.	Total.
1805	{ 120,000 30,000 Marines }	£. 2,886,000	£. 2,964,000 s. 0	£. 390,000	£. 4,680,000	£. 10,920,000 s. 0
1806	{ 120,000 29,000 Marines }	2,886,000	2,964,000 0	390,000	4,680,000	10,920,000 0
1807	{ 130,000 31,400 Marines }	3,126,500	3,211,000 0	422,500	5,070,000	11,830,000 0
1808	{ 130,000 30,000 Marines }	3,126,500	4,985,500 0	591,500	3,048,000	11,752,000 0
1809	{ 130,000 31,400 Marines }	3,126,500	4,985,500 0	591,500	3,295,500	11,999,000 0
1810	{ 145,000 31,400 Marines }	3,345,875	4,453,312 10	659,750	3,295,500	11,754,437 10
1811	{ 145,000 }	3,345,875	4,453,312 10	659,750	3,675,750	12,134,687 10
1812	{ 145,000* }	3,345,875	4,453,312 10	659,750	3,675,750	12,134,687 10
1813	{ 140,000 }	3,230,500	4,299,750 0	637,000	3,549,000	11,716,250 0
1814	{ 140,000 for 7 months 90,000 for 6 months 70,000 for 3 months 30,000 for 10 months }	2,698,000	3,819,000 0	532,000	3,268,000	10,317,000 0
1815	{ }	1,970,250	2,788,875 0	388,500	2,386,500	7,534,125 0
1816	33,000	761,475	1,077,862 10	150,150	922,350	2,911,837 10
1817	19,000	469,300	506,350 0	49,400	531,050	1,556,100 0
1818	20,000	611,000	520,000 0	91,000	559,000	1,781,000 0
1819	20,000	565,500	520,000 0	91,000	538,000	1,709,500 0
1820	23,000	650,325	612,950 0	104,650	612,950	1,980,875 0
1821	22,000	622,050	557,700 0	100,100	586,300	1,866,150 0
1822	21,000	593,775	532,350 0	95,550	559,650	1,781,325 0
1823	25,000	763,750	455,000 0	81,250	243,750	1,543,750 0
1824	29,000	885,950	584,350 0	94,250	282,750	1,847,300 0
1825	29,000	923,650	603,200 0	94,250	320,450	1,941,550 0

\* From this period Marines are not distinguished

The following Abstracts of the Fleets of Great Britain and of the other Powers of Europe, taken at two distinct Periods of the War, will convey the best idea of the relative Force of each, and the Nature of the Contest which the British Navy had to sustain.

Number of Line of Battle Ships and Frigates, belonging to Foreign Powers, from Minutes of Intelligence received at the Admiralty.—July 2nd, 1810.

July, 1810.

FLAG OFFICER	Total.	Ships of the Line.	50 Gun Ships	Frigates	Sloops	Bombs, Fire-ships, &c. &c.	Gin Brigs, &c.	Hired Armed Ships	Hired Cutters	Stationary Ships
		Total.	50 Gun Ships	Frigates	Sloops	Bombs, Fire-ships, &c. &c.	Gin Brigs, &c.	Hired Armed Ships	Hired Cutters	Stationary Ships
Vice-adm. Sir J. Saum	6	21	-	8	13	1	7	-	3	1
Rear-adm. Reynolds	-	-	-	-	3	-	3	-	-	-
Rear-adm. Dixon	-	-	-	1	6	-	6	-	1	1
Rear-adm. Sir E. Nag	-	-	-	-	1	-	-	1	2	1
Vice-adm. Douglas	-	-	-	-	1	-	3	-	1	1
Vice-adm. Sir E. Pelle	11	-	-	4	11	-	12	-	9	-
Vice-adm. Stanhope	-	-	-	-	3	-	4	-	1	1
Vice-adm. Campbell	1	-	-	1	22	-	7	-	3	1
Admiral Sir R. Curtis	3	-	-	4	10	-	7	-	3	1
Admiral Sir R. Calder	-	-	-	-	9	-	3	-	3	1
Rear-adm. D'Auverg	-	-	-	2	2	-	6	-	3	1
Vice-adm. Whitshed	-	-	-	7	4	-	2	-	1	1
Admiral Lord Gambie	3	-	-	-	-	-	-	-	-	-
Rear-adm. Sotheby	-	-	-	6	1	-	3	-	-	-
Rear-adm. Stopford	-	-	-	6	1	-	2	-	2	1
Vice-adm. Berkeley	5	-	-	3	5	-	5	-	1	-
Admiral Sir C. Cotton	3	-	-	-	-	-	-	-	-	-
Rear-adm. Martin	2	-	-	-	-	-	-	-	-	-
Rear-adm. Pickmore	1	-	-	-	-	-	-	-	-	-
Rear-adm. Sir S. Hood	10	1	-	-	-	-	-	-	-	-
Vice-adm. Sir J. T. Duck	-	-	1	-	-	-	-	-	-	-
Vice-adm. Sir J. B. V.	1	-	-	3	5	-	3	-	-	-
Vice-adm. Rowley	1	-	-	7	11	-	10	-	-	-
Vice-adm. Sir A. Cock	6	-	-	8	16	-	5	-	-	-
Commodore Columbi	-	-	-	8	29	-	16	-	-	-
Rear-adm. De Courc	2	-	-	1	2	-	2	-	-	-
Vice-adm. Bertie	1	-	1	2	3	-	2	-	-	-
Rear-adm. Drury	3	2	1	1	6	-	1	-	-	-
	106	4	153	225	1	130	7	38	19	
Ships in Ordinary, 2 fours, 7 sixty-fours, and 22 gun-brigs, &c.	2	6	1	4	4	-	1	-	-	-
	12	2	-	4	1	-	-	-	-	-
	6	7	-	3	-	-	-	-	-	-
	21	5	5	2	-	-	-	-	-	-
	4	4	1	1	-	-	-	-	-	-
Prison Ships, Prison seventy-fours,	47	1	24	10	-	1	-	-	-	-

## **PEACE ESTABLISHMENT for 1816.**

We here present a NEW RETURN of the Commerce, and Number of Seamen in the United Kingdom. This includes Ireland, which, in the last Return in Vol. 3, p. 158, was imperfect. By these the Reader will perceive an Increase in the building of Merchant Vessels, and in the Number of Seamen employed to navigate them: this is the true criterion of our wealth and power—the political barometer by which our National Securities should rise or fall.

## MERCHANT VESSELS OF GREAT BRITAIN.

An Account of the Number of Vessels, with  
several Ports of Great Britain,

of their Tonnage, cleared Inward and Outward at the  
Years ending 5th January, 1822—23—24.

YEARS, Ending 5th January,	Shipping entered Inwards in Great Britain from all Parts of the World.			Foreign Vessels.			Total.		
	Vessel.	Tons.	Men.	Vessel.	Tons.	Men.	Vessel.	Tons.	Men.
1822	18,738	2,263,813	134,699	3,091	365,577	24,400	31,889	2,650,210	159,099
1823	20,312	2,390,238	147,603	5,113	419,694	25,806	25,395	2,809,938	173,410
1824	18,561	2,328,396	147,088	5,806	534,674	31,859	22,367	2,863,070	178,417

Shipping cleared Outwards from Great Britain to all Parts.									
	British and Irish.			Foreign.			Total.		
	Vessel.	Tons.	Men.	Vessel.	Tons.	Men.	Vessel.	Tons.	Men.
1822	18,654	2,323,869	136,384	2,446	351,263	20,415	21,070	2,575,152	156,709
1823	19,496	2,286,713	139,487	2,582	408,417	23,817	22,018	2,695,120	162,558
1824	16,756	2,095,013	128,551	3,179	515,774	26,844	19,955	2,610,787	155,595

Vessels engaged in the Irish Trade, are directed to be considered as Coasters after the 10th of October, 1823, per Order in Council,  
4th November, 1823. Ireland employs about 30,000 Seamen in this and her Foreign Trade.

NAVIGATION OF THE UNITED KINGDOM.

New Vessels built, with the Amount of their Tonnage, ending 5th January, 1822—23—24.

	1822.		1823.		1824.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
United Kingdom	585	58,076	564	50,928	594	63,151
Isles—Guernsey, Jersey, and Man	12	1,406	7	605	10	637
British Plantations	275	15,365	209	15,611	188	14,679
Total	- - - - -	872	74,847	780	67,144	793
						78,467

Number of Vessels, with Amount of Tonnage, and Number of Men and Boys usually employed in navigating the same, that belonged to the several Ports of the British Empire, on the 30th Sept. 1821—22—23.

	30th Sept. 1821.			30th Sept. 1822.			30th Sept. 1823.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United Kingdom	21,163	2,329,213	150,424	20,756	2,288,999	147,529	20,578	3,275,995	147,058
Isles—Guernsey, Jersey, and Man	489	26,639	3,859	482	26,404	3,788	469	26,872	3,680
Plantations	3,384	204,950	14,896	3,404	203,641	15,016	3,500	203,893	14,736
Total	- - - - -	25,036	2,560,202	169,179	24,642	2,519,044	166,333	23,542	3,506,760
									165,474

## NAVAL ASSOCIATIONS.

The following statement of the charities and institutions founded for the relief of the widows and orphans of officers in the naval service, for officers themselves, and for sick or disabled seamen, is submitted to the public, with a view to forwarding the interests of the objects of our solicitude. The first is, "The Navy Amicable Society," and at the head of it stands the name of his most gracious majesty King George the IVth; those of the princes of the blood, many of the nobility, and a large proportion of the officers of his Majesty's navy. Its funds have been disposed of with a liberality proportioned to its means, and much good has been done, though not to the extent which the members could have wished. None can receive relief unless their relatives were subscribers to the fund, and this, though a prudent regulation, is a source of much pain to the claimants as well as to the board of managers. There are many officers who cannot afford from their half-pay, even the small contribution which constitutes a member; there are others who, not foreseeing the misfortunes which have overtaken their families, had neglected to provide this support for them; and there are a few who, from carelessness or indifference to the sufferings of their fellow-creatures, have not subscribed at all: the society is, however, daily adding to its numbers, and we hope one day to see, in addition to the illustrious, the noble, and the opulent, that a list of its members will be the official admiralty list of naval officers.

The Devonport Royal Naval Annuity Society is next to be considered. It was first established by Lieut. George Field Somerville of the Royal Navy, on the 11th day of April, 1823, and its success has exceeded the most sanguine expectations of the founder. The following is a list of its chief supporters.

**PATRON.**

**HIS ROYAL HIGHNESS**

**Prince Wm. Henry, Duke of CLARENCE, K. G. G. C. B. K. T.**

**VICE-PATRON.**

**The Right Hon. Robert, Lord Viscount MELVILLE, K. T.**

**PRESIDENTS.**

**ADMIRALS.**

**Right Hon. J. Lord GAMBIER,  
G. C. B.**  
**Sir J. H. WHITSHEAD, K. C. B.**  
**Sir J. SAUMAREZ, Bt. G. C. B.  
Vice-Adm. of Great Britain.**  
**Right Hon. Edw. Visc. EX-  
MOUTH, G. C. B.**  
**Hon. Sir A. I. COCHRANE,  
G. C. B.**

**VICE-ADMIRALS.**

**Sir H. SAWYER, K. C. B.**  
**Sir R. G. KEATS, G. C. B.**  
**Sir B. HALLOWELL, K. C. B.**  
**Sir W. J. HOPE, K. C. B.**  
**Sir G. COCKBURN, G. C. B.**

**LIEUTENANT-GENERALS.**

**Sir H. BELL, K. C. B.**  
**L. DESBOROUGH,**  
**W. TENCH.**

**REAR-ADMIRALS.**

**Sir E. CODRINGTON, K. C. B.**  
**Sir J. P. BERESFORD, Bart.  
K. C. B.**  
**R. D. OLIVER,**  
**Right Hon. J. Lord COLVILLE,  
J. COCHET,**  
**Sir R. BARLOW, K. C. B.**

**CAPTAIN.**

**Sir T. M. HARDY, Bart.  
K. C. B.**

**NUMBER OF MEMBERS AT PRESENT ON THE BOOKS.**

1 Admiral of the Fleet,	117 Commanders,	73 Masters,
13 Admirals,	14 Majors,	27 Surgeons,
2 Generals,	412 Lieutenants,	127 Purasers,
74 Captains,	23 Captains, R. M.	3 Chaplains,
7 Colonels,	93 Lieutenants, R. M.	31 Widows, Total 1017 Members.

Society's invested Capital £9,000, the 18th day of April, 1825.

Since the establishment of the parent society, branch societies have been formed at Portsmouth, Falmouth, Chatham, Deal, London, and Bath; the advantages held out are too obvious to require much explanation. No annuity office in the world we believe can give better security, or so large an amount on so small a deposit: this proposition is best supported by referring to the rapid increase of the society, and the respectability of its members. For the trifling annual contribution of £2. 10s. paid only for five years, a subscriber may leave a considerable life annuity to a relative.

These two associations are highly honourable to the officers of the Navy and Royal Marines, who after having served their country in war, freely deposit a part of their hard earnings to prevent their families becoming burthensome to the community in time of peace.

That seamen who have long and faithfully served are amply requited will appear from the following statement:

“ Every one who has served fourteen years in his Majesty’s navy, one-third of which as able seaman, will be entitled to a pension of . . . . . 10 12 0

Increasing every year, until it amounts to 27 4 0

"In addition to these pensions, he will be allowed 15s.  $2\frac{1}{2}$ d. for every year that he has served as a petty officer of the first class. If he has served twenty years as a seaman, and seventeen of these as a petty officer of the first class, he will be entitled to a pension of . . . . . 26 12 0

Increasing in proportion to his servitude, until it amounts to £50, and upwards."

The liberality of the government has gone very great lengths to provide a retreat for seamen in time of peace, or when they are reduced by misfortune. Greenwich Hospital, and the rewards for past services just stated, have relieved the wants of a great many. Still at the conclusion of the war, numbers of brave fellows were seen begging their bread, or dying in the streets with hunger, cold, and disease; these, though not eligible, from the short time they had been in the navy, to the benefits of reward, were nevertheless objects of compassion, and were in consequence protected by the Committee for the Relief of destitute Seamen, as related in the third volume of this work (p. 159). That institution is still in existence, though its funds have been greatly impaired by too large an extension of its bounty; the motives of the committee were however so proper, that we have no reason to regret one step they have taken, and we may honestly claim the farther contributions of the charitable. The Grampus, hospital ship, still lies at

her moorings off Greenwich, and we again invite our countrymen and women to visit her; they will see nothing disgusting, even to the most fastidious taste; cleanliness, order, regularity, cheerfulness, and gratitude, are apparent, through every part of the ship.

After having stated the services performed by the British navy, after having, as we humbly hope, proved that under Providence it has saved the Empire and Europe from slavery, we cannot conclude our labours more gratefully than by commanding to the national benevolence such as have been the greatest sufferers in the cause of their country.

## I N D E X.

---

**ABERCROMBIE**, Sir Ralph, arrives in the West Indies, ii. 215. Retakes St. Lucia, 216. His public order respecting the navy, 217. Subdues the rebels in St. Vincent and Grenada, 220. Lands in Holland, 406. Defeats the French and Batavians, 409. Takes the island of Trinidad, 428. Attacks Porto Rico, 430. Commands the expedition to Egypt, iii. 62. List of the forces, 63. Effects a landing, 65—70. Attacks the French, but is obliged to retreat, 71. Takes the castle of Aboukir, ib. Attacked by Menou, over whom he gains a complete victory, 71. His death, 72.

**Abercrombie**, Major-general, sails from Madras, in the Ceylon, iv. 472. Is captured, 473. Retaken, 482. Commands the army in the reduction of the Isle of France, ib.

**Aboukir**, battle of, between the French and Turks, ii. 464. Attack on the castle of, 465. Landing of the British troops in the bay of, iii. 65—69. Taken, iv. 152.

**Abydos** and Sestos, situation of the forts of, iv. 144. Description of the artillery employed in, 145. Effects of their fire, 147.

**Achilles**, captures the *En treprenante*, ii. 444.

**Achmuty**, General, arrives in South America, iv. 190. Attacks Monte Video, 191, which is taken by storm, 193. Success of his division in the assault on Buenos Ayres, 198. Commands the forces destined to reduce the island of Jaya, 564. Lands near the city of Batavia, 567. Enters the town of Samarang, 571. Entire reduction of the island, 572. Appoints agents for the army, 576. Receives the thanks of parliament, v. 41.

**Acre**, siege of, ii. 495—499.

**Adam**, Capt. C. gallantly attacks a French frigate and battery, iii. 177. Assists in the defence of Tarragona, iv. 531—535. Attacks the ports of Ampollo and Perello, v. 89. Co-operates

with Colonel Prevost in the reduction of the Col de Bela-guer, 93.

*Adams*, Mr. his speech to the American congress, ii. 181—184.

*Addington*, Mr. forms a new ministry, ii. 521. Resigns, iii. 252.

*Admiralty*, claim of, for the capture of the Cape, refused, i 359. Droits of, v. 41, 255.

*Adour*, passage of the, v. 142.

*Adriatic*, shores of, kept in a state of alarm by the British, iv. 357. Various actions in, v. 100—110.

*Adventurer*, taken, ii. 284.

*Africaine*, capture of, iii. 29. Case of desertion from, iv. 361. Captured and recaptured, 477, 478.

*Agamemnon*, mutiny on board of, i. 423. Anchors at the Nore, 426. Proceeds to Tilbury-fort, 437. Attacks a convoy in Larma-bay, ii. 224. Takes the ground in the attack on Copenhagen, 541.

*Airey*, Lieutenant-colonel, drives the French from Elba, iii. 51.

*Ajax*, burnt off Tenedos, iv. 139.

*Ajax*, prevents the capture of the Sheerwater, iv. 457.

*Alava*, Spanish Vice-admiral, surrenders to Collingwood, in the battle of Trafalgar, iii. 466. Taken into Cadiz, 494. Refuses to deliver himself up as a prisoner, ib.

*Albanaise*, carried by her crew into an enemy's port, iii. 52.

*Albuquerque*, Duke of, unexpectedly enters Cadiz, iv. 412. Prevents its surrender, 413. His patriotic conduct, 414. Is sent ambassador to England, ib. Offends the Junta, ib. Is cited before the Cortez, who pronounce his acquittal, 415. His melancholy fate, ib.

*Alceste*, pursues a squadron of French frigates, v. 30. Sails to China, with Lord Amherst, 297. Visits the Loo Choo islands, 299. Proceeds up the Bocca Tigre, 304. Engages and silences the Chinese batteries, 306. Receives the ambassador on board, and returns, 308. Wrecked in the straits of Gaspar, 309. Fortitude of her captain and crew, 310—317.

*Alcide*, taken by the British fleet, ii. 73. Blown up, ib.

*Alcmene*, daring action of two seamen of the, ii. 459.

*Alcmene*, French frigate, attempts to board the Venerable, seventy-four, v. 177.

*Alexander*, Emperor of Russia, recalls the exiles, ii. 550. Declares in favour of peace, ib. Refuses to acknowledge the title of the Emperor Napoleon, iv. 9. His hostility to France, 10. Joins with England, 11. His interview with the King of

Prussia, 16. Refuses to ratify a separate treaty with France, 38, Withdraws his army from Naples, 48. Attacks the Turks in Moldavia, 135. His declaration against Sweden, 214. Signs a treaty of peace with Great Britain, v. 4. Invasion of Russia, 5. Concludes a peace with the Porte, 6. Armistice with Bonaparte, 76. Recomences hostilities, ib. Meets the Emperor of Austria and King of Prussia at Basle, 137. Visits England, 180—184.

*Alexander*, captured by a French squadron, i. 363. Sufferings of the crew, 364. Retaken by the Sans Pareille and Colossus, 378.

*Alexander*, schooner, captures two French privateers, ii. 435.

*Alexandria*, in America, taken by Captain Gordon, v. 167.

*Alexandria*, description of the harbour of, ii. 337. Strictly blockaded, 464. Canal of, cut by the British, iii. 74. Besieged, 75. Surrenders, 87. Again reduced by the British, iv. 152.

*Alfred*, captures *La Renommée*, ii. 428.

*Algeziras-bay*, battle of, iii. 32—35.

*Algiers*, failure of two naval expeditions sent against, i. 18. Dey of, dismisses the British vice-consul, iii. 408. Treachery of the Dey, v. 230. Barbarity of the inhabitants, 231. Retrospect of the different attacks it has sustained, 231, 232. Attacked by Lord Exmouth, 233—243. Memorandum of the destruction in the mole of, 244. Letter to the Dey, 245, who accepts of Lord Exmouth's terms, and abolishes slavery, 246.

*Ali Pacha*, rebels against the Turks, v. 265.

*Allemande*, Rear-admiral, takes the Calcutta, v. 20, and other valuable prizes, 21. Escapes from Rochefort, 236. Joins Gantheaume, ib. Anchors in Basque Roads, 279. Blockaded by Admiral Gambier, 280. Attacked and defeated, 283—287.

*Allen*, Captain W. H. of the American sloop, Argus, engages the Pelican, v. 83. Surrenders, ib. Dies of his wounds, ib.

*Alliance*, Dutch frigate, captured, i. 191.

*Almunecar*, town of, attacked by Captain Usher, v. 35.

*Alvear*, Captain, affecting account of, iii. 320.

*Amaranthe*, consequences of her improper survey, iii. 178. Destroys *La Cygne*, iv. 271.

*Amazon*, wrecked, after an action with the *Droits de L'Homme*, i. 400.

*Amazon*, takes the *Belle Poule*, iv. 24.

*Ambonya*, island of, surrenders to Admiral Rattray, i. 359.  
 Again reduced by Captain Tucker, iv. 433.

*Ambuscade*, French frigate, engages the Boston, i. 480.

*Ambuscade*, captured by the Bayonnaise, ii. 371.

*Ambuscade*, Dutch frigate, upset at the Nore, ii. 418.

*Amelia*, Princess, death of the, iv. 500.

*Amelia* and *Arethuse*, desperate engagement between, v. 132—134.

*America*. See *United States*.

*Amethyst*, captures La Désaigneuse, ii. 558. Lost in Plymouth Sound, iv. 512.

*Amherst*, Lord, is sent on an embassy to China, v. 297. Lands at the mouth of the Pei-ho, ib. Re-embarks, 308. Is wrecked in the Straits of Gaspar, 309. Proceeds to Batavia in the barge, 310.

*Amiens*, peace of, iii. 102, beneficial to the naval service, ii. 561.

*Amphion*, blown up in the Hamoaze, i. 401.

*Amphitrite*, burnt at Fort Royal, iv. 365.

*Andaman* islands, attempts to form a settlement on them, i. 340. Description of the inhabitants, 341.

*Anderson*, the blind sailor, his cruel treatment while a prisoner in France, iii. 227.

*Anderson*, Captain J. engages four lugger privateers, iv. 425.

*Anderson*, Lieutenant, boards and captures two French armed brigs, v. 32.

*Andrews*, Captain, assists in the capture of the Rivoli, v. 88. Is promoted, 34.

*Andromache*, frigate, captures La Trave, v. 84.

*Angoulême*, heroism of the Duchess of, v. 211.

*Anguilla*, expedition of Victor Hugues against, ii. 221. Saved by the courage of Captain Burton, 222.

*Anholt*, island of, taken by the British, iv. 296. Attacked by the Danes, who are repulsed, 502—505. Restored to Denmark, v. 158.

*Ankerstrom*, assassinates Gustavus III. king of Sweden, i. 162.

*Annual Register*, refutation of its aspersions on the character of naval officers, v. 284, 285.

*Anson*, takes the Daphne, ii. 277, La Flore, 285, La Loire, 289.

*Antelope*, packet, wrecked on the Pellew islands, i. 102.

*Antelope*, packet, captures the Atalante, ii. 5.

*Antwerp*, causes of its decline, i. 26. Entered by the French,

181. Establishment of the naval dock-yard, iii. 250. Consternation in, on the approach of the British, iv. 315.  
*Apelles*, brig, is driven on shore, and captured, v. 12. Retaken by the Bermuda, ib.  
*Apollo* and convoy lost on the coast of Portugal, iii. 303—308.  
*Arabs*, murder General Carrier, ii. 343.  
*Arbuthnot*, Mr. minister at Constantinople, requests Lord Collingwood to send a squadron against that city, iv. 135. Is obliged to quit, 136.  
*Arbuthnot*, Lieutenant J. storms the island of Santa Clara, v. 95.  
*Ardent*, blows up at sea, ii. 52.  
*Arethusa*, captures L'Engageante, i. 244, La Gaieté, ii. 96, Pomonæ, iv. 65.  
*Argo*, taken by the Phœnix, ii. 100. Recaptures the Petterel, 346. Takes the Santa Teresa, iii. 5.  
*Armfeldt*, Swedish General, defeats Marshal Mortier, iv. 94.  
*Arrow* and *Acheron*, gallantly engage two French frigates, iii. 406.  
*Artémise*, burnt by her own crew, ii. 327.  
*Artois*, captures La Révolutionnaire, i. 863, Jean Bart, 388.  
*Asia*, affair of the, ii. 24.  
*Aspern* and *Esling*, battles of, iv. 328.  
*Assistance*, loss of several officers belonging to the, i. 458.  
*Astell*, Indiaman, gallant and successful defence of, iv. 462.  
*Astle*, Captain, successes of, in the East Indies, ii. 177.  
*Atalante*, capture of, iii. 240.  
*Atalante* (L'), taken by the *Swiftsure*, i. 244.  
*Athenienne*, taken in the harbour of Valette, iii. 25. Loss of, iv. 52—56.  
*Atkins*, Captain D. melancholy fate of, iv. 520, 521.  
*Audacious*, attacks the *Révolutionnaire*, i. 272.  
*Augustina*, of Saragossa, account of, iv. 441.  
*Austen*, Captain F. W. attacks three armed vessels, and takes the *Ligurienne*, 19.  
*Austria*, joins the Allies, against Bonaparte, v. 76.  
*Austrians*, drive the French from the shores of the Adriatic, v. 100—110.  
*Ayscough*, Captain, destroys four vessels near Castiglione, iv. 452.  
*Avon*, engages the *Wasp*, v. 141. Sinks, ib.

## B

*Bacchante*, gallant actions of the boats of, v. 38, 39. 101.  
*Backhouse*, Lieutenant-colonel, takes Maldonada, iv. 190.

*Badere Zaffere*, a Turkish frigate, taken by the Sea-horse, iv. 260.

*Bagration*, Prince, defeats General Davoust, v. 5.

*Bainbridge*, Commodore, captures the Java, v. 62—66.

*Baird*, General, arrives in Egypt with an army from India, iii. 79. Recaptures the Cape of Good Hope, 516—518. Lands with a body of troops at Corunna, iv. 262. Joins Sir John Moore, ib. Loses his arm in the battle of Corunna, 333.

*Baker*, Captain, attacks Danish gun-boats, iv. 503, 504.

*Baker*, Captain T. captures a Danish frigate and convoy, ii. 420. La Didon, iii. 383. Discovers Dumanoir's squadron, 500. Assists in their capture, 501.

*Ball*, Captain A. J. captures La Prudente, ii. 172. Blockades Malta, 347. Takes Goza, ib. Appointed Governor of Malta, 474. Supplies the island with corn, iii. 10. His influence over the Maltese, 24.

*Ball*, Captain H. L. blockades Batavia, iii. 330.

*Ballantyne*, Captain, defeats two French privateers, iii. 326.

*Ballard*, Captain V. V. blockades Guadaloupe, iv. 388, 389. Attacks the batteries and frigates at Basseterre, 383. Assists in the reduction of Guadaloupe, 494.

*Ballard*, Captain John, watches two frigates at Basseterre, iv. 392, which are destroyed, 393.

*Ballasteros*, General, applies to the British for succour, iv. 539.

*Baltic* trade, statement of, ii. 392.

*Banda*, island of, surrendered to Admiral Rainier, i. 359.

*Bandeneira*, island of, captured by Sir C. Cole, iv. 489.

*Barbadoes*, revolt of the slaves in, v. 250, suppressed, ib.

*Barbary* powers, state of, ii. 144. iii. 170. Negotiations of Lord Exmouth with, v. 229, 230.

*Barcelona*, invested by the French, iv. 263. Besieged by General Hilliers, 546.

*Barclay*, Captain, R. H. engages the American squadron on Lake Erie, v. 131. Surrenders, 132. Tried and honourably acquitted, ib.

*Barker*, Captain Scorey, loses the Tribune in Halifax harbour, i. 478.

*Barlow*, Captain Sir Robert, captures the Atalante, i. 407, Grand Terraillieur, ii. 382, the Africaine, iii. 28.

*Barossa*, battle of, iv. 527. v. 336.

*Barquier*, General, surrenders the city of St. Domingo, iv. 388.

*Barré*, Commodore, is captured in the Rivoli, v. 34.

**Barrett**, Captain, in the Africa, attacked by Danish gun-boats, iv. 231.

**Barrie**, Captain R. takes a French convoy, iv. 129. Informs Lord Collingwood of the sailing of a squadron from Toulon, 351. Burns two brigs, &c. ib. Wrecked on the Needles rocks, 512. Attacks the bay of Sagona, 550. Pursues an American flotilla, v. 165.

**Barron**, Commodore, refuses to deliver up the deserters on board the Chesapeake, vi. 162.

**Barrow**, John, Esq. letter from, ii. 441.

**Bartholomew**, Lieutenant, attacks the privateer L'Intrepide, v. 32, which is set on fire by her own crew, and blows up, ib.

**Barton**, Captain, defeats the French in their attack on Anguilla, ii. 222. Captures the Torche and the Faune, iii. 516.

**Basque Roads**, defeat of the French squadron in, iv. 279—288.

**Bastard**, Mr. moves an inquiry into the promotion of flag-officers, i. 70, 71. 74.

**Baste**, Rear-admiral, ordered by Bonaparte to attack the Naiad, iv. 508. Is defeated, 509.

**Bastia**, besieged by the British, ii. 57. Surrenders, 59.

**Batavia**, city of, taken by the British, iv. 567.

**Bathz**, fort of, in the island of Walcheren, surrenders, iv. 310.

**Batibano**, attacked by Captain Rushworth, iv. 70.

**Battel Bey**, defeated by the Russians, i. 157.

**Baudain**, French Rear-admiral, is driven on shore by the British, iv. 352. Sets fire to his ships, ib.

**Bayntun**, Captain, captures La Creole, iii. 281.

**Bayonaise**, captures the Ambuscade, ii. 371.

**Bayonne**, invested by Sir John Hope, v. 143.

**Beatty**, Dr. his account of the combined fleets previous to the battle of Trafalgar, iii. 447.

**Beauchlerk**, Lord Amelius, captures La Proserpine, i. 398. Agrees to a suspension of hostilities on the acknowledgment of Louis XVIII., v. 146.

**Beaufort**, Lieutenant, wounded in boarding the San Josef, iii. 6.

**Beaupréau**, battle of, between the Vendéans and Republicans, ii. 496.

**Beaver**, Captain Philip, distinguishes himself in the blockade of Genoa, iii. 17. Lands troops at Martinique, iv. 362. Takes possession of Cheribon, in the island of Java, 570.

**Beckwith**, Colonel Sir S. attacks Norfolk in America, v. 126. Repulsed, ib. Takes Hampton, 127.

**Beckworth**, Lieutenant-general, commands the army at the reduction of Martinique, iv. 362, and Guadaloupe, 493.

**Bedford**, Duke of, supports the proposals for peace, ii. 508.

**Beet-root**, substituted in France for sugar, iv. 7.

**Bega**, harbour of, attacked by Captain Mundy, iv. 159.

**Belcarras**, Earl of, his vigorous conduct during the Maroon war, ii. 204.

**Belgium**, origin of its union with Austria, i. 25. Separation from the Seven United Provinces, ib. United to France, 175.

**Bell**, Captain G. describes a singular conflict with the Malays, iv. 183.

**Bell**, Captain, gallantly engages a squadron of luggers, iv. 425. Takes Le Barbier de Seville, ib.

**Belle Poule**, capture of the, iv. 23.

**Bellegarde**, Field-marshal, defeats the French at Novi, ii. 494. Left in the command of Venice, iv. 16. Which he evacuates, 18.

**Bellerophon**, conveys Bonaparte to Plymouth Sound, v. 214, 215.

**Belleisle**, conveys the garrison of Martinique to Quiberon-hay, iv. 377. Proceeds to Spithead, 381.

**Belliard**, General, surrenders Cairo to the British, iii. 77.

**Bellingham**, John, shoots Mr. Percival, v. 43.

**Belliqueux**, captures La Concorde, ii. 176.

**Bellona**, attacks a French squadron, which escapes, ii. 193. Takes the ground in the attack on Copenhagen, 541.

**Bellone**, La, captures the Victor and Minerva, iv. 400, the Ceylon and Windham, 461. Attacked by the Nereide, 466.

**Belvidera**, engages the President, v. 45, 46.

**Bennet**, Lieut. nobly defends the María, iv. 272. Is killed, ib.

**Bentinck**, Lord William, repulses the French at Corunna, iv. 333. Commands the British army in Sicily, v. 27. Reduces Genoa, 151. His speech on the affairs of Sicily, 268—270.

**Berbice**, surrenders to the British, ii. 215. iii. 280.

**Beresford**, Major-general, takes Buenos Ayres, iv. 77, 78. Defeated and taken prisoner, 85, 86. Takes possession of Madeira, 128.

**Beresford**, Marshal, enters Bordeaux, v. 143.

**Beresford**, Capt. distinguishes himself in the attack on the heights of Pharon, i. 213.

**Beresford**, Sir J. P. sails for North America, v. 56. Retakes the Frolic and captures the Wasp, 58.

*Beresford*, Captain, attacks a French squadron, i. 475.  
*Bergeret*, Captain, taken by the St. Fiorenzo, iii. 347. His character, 348.  
*Berkeley*, Admiral, opposes the naval inquiry, iii. 172.  
*Berlin* and *Milan* decrees, published by Bonaparte, iv. 7. 99. 122.  
*Bernadotte*, General, violates the neutrality of Prussia, iv. 13. Marches to the shores of the Baltic, 219. Opposed, ib. and his designs frustrated by British vessels of war, 220. Takes the command of the Belgian army, 316. Description of the troops, ib. His exertions for the defence of Antwerp, 317. Elected Crown Prince of Sweden, 419. Sends a letter, with an elegant sword, to Sir James Saumarez, v. 2. Defeats Marshal Ney, 77. Enters Holstein, 79. Reduces Gluckstadt, ib. Succeeds Gustavus IV. on the throne of Sweden, 253.  
*Berry*, Captain Sir Edward, captured in the Leander, ii. 318. Attacks the Guillaume Tell, iii. 20. Joins in the pursuit and defeat of the Rochefort squadron, 521—530.  
*Berthier*, General, surrenders Tobago, iii. 280.  
*Bertie*, Vice-admiral, commands on the Cape of Good Hope station, iv. 396. Proceeds against the Isle of France, 481. Eulogizes Commodore Rowley, ib. Preparations for the attack, 482. Reduction of the island, 483—485. Dispute respecting the booty decided in his favour, 484.  
*Berwick*, seventy-four, captured by the French fleet, ii. 65.  
*Bettesworth*, Captain G. E. B. captures the Dame Etnouf, iii. 512. Eulogized by Sir S. Hood, 513. Attacks the port of North Bergen, iv. 224. Is killed, ib.  
*Bickerton*, Sir Richard, assumes the command in the blockade of Cadiz, iii. 7. Joins Lord Keith, in the expedition to Egypt, 59. Pursues Gantheaume, 89.  
*Bill*, Mr. invents an iron mast, iii. 54.  
*Bingham*, Captain, gallantly sustains an attack from the President, iv. 555. Is promoted, 557.  
*Bissell*, Captain Austin, takes the Lodi, iii. 281. His gallant actions with French vessels off Cuba, 286, and St. Domingo, 287. Promoted into the Creole, which founders at sea, 288. Commands the Blenheim, iv. 180. Lest off Madagascar, 181.  
*Black*, Captain J. his desperate action with gun-boats and batteries, v. 91—93. Surprises the garrison of Ragosuza, 102. Takes the island of Mezzo, ib.  
*Blackwood*, Captain H. chases the Guillaume Tell, iii. 19. Carries

away her masts, 20. His conversation with Nelson in the morning of the battle of Trafalgar, 463. Narrative of the loss of the Ajax, iv. 139.

**Blake**, General, leaves Cadiz with an army to operate in Valencia, iv. 530. Is defeated by Suchet, 542. Takes refuge in the city of Valencia, ib.

**Blanche**, captures the Pique, after a desperate engagement, ii. 197. Assists in the defence of St. Lucia, 208. Is wrecked, 415.

**Blanchelande**, governor of St. Domingo, executes the conspirators, i. 325.

**Bland**, Captain L. O. captures the Liguria, ii. 331. Reduces Berbice, iii. 289.

**Blanket**, Admiral, assists in reducing the Cape of Good Hope, i. 348. 352. Sails with a detachment to Egypt, ii. 172. iii. 78. Dies, iii. 78.

**Blenheim**, engages the Marengo, iii. 352. Lost off Madagascar, iv. 180.

**Bligh**, Rear-admiral, taken by a French squadron after a spirited defence, i. 363. Is tried and acquitted, 364.

**Bligh**, Lieutenant (afterward Captain) J. sails in the Bounty to the South seas for bread-fruit, i. 82. Causes of the mutiny which broke out against him, 83. Cast adrift in the boat, with part of his crew, 84. After great sufferings arrives at Timor, 88. Returns to England, 89. His second voyage for bread-fruit is successful, 101. Blockades Cape François, iii. 284. Takes Fort Dauphin, 285. Saves the French garrison, ib. Obtains the freedom of General Dumont, ib. Signs a capitulation with General Rochambeau, 293. Ordered to attack the French ships which had grounded on the Boyart shoal, iv. 285. Burns the Aquilon and Varsovie, 286.

**Block-machine**, established at Portsmouth, iii. 175.

**Block-ships** described, iii. 235.

**Blockade** of the continental ports, iv. 19.

**Blockaded port**, definition of, ii. 530.

**Blood-hounds**, imported from Cuba, during the Maroon war, ii. 206.

**Blossom**, boats of, capture the Cæsar, iv. 524.

**Blount**, Mr. plot of, detected, ii. 181.

**Bloye**, Captain, blows up the castle of Galea, v. 24. Assists the Spaniards in their gallant defence of Castro, 84.

**Blucher**, Marshal, assumes the command of the Prussians, v. 76.

- Defeats Marshal Macdonald, 77. Crosses the Rhine, 137. Is repulsed at Ligny, 212. Completes the overthrow of Bonaparte at Waterloo, 213.
- **Blyth**, Captain S. is killed in an engagement with an American schooner, v. 121.
- **Blythe**, Lieutenant S. attacks and defeats a division of gun-boats, iv. 512.
- **Boadicea**, blockades Port Louis, iv. 397. Retakes the Africaine, 478. Captures La Venus, 479.
- **Boat expeditions**, arduous nature of, iv. 174, 175.
- **Bodie**, James, singular escape of, iv. 157.
- **Bolivar**, General, establishes the independence of South America, v. 249.
- **Bombay Castle**, loss of the, ii. 141.
- **Bona**, murder of the Christians at, v. 230, 231.
- **Bonaparte**, Jerome, detached in the Veteran, by Admiral Willaumez, iv. 58. Takes six sail of merchant-men, ib. Chased by the Gibraltar, but escapes, ib. Established by Napoleon in Hesse Cassel, ib. Anecdote of, ib.
- **Bonaparte**, Joseph, proclaimed king of the Two-Sicilies, iv. 49. Succeeds Ferdinand VII. on the throne of Spain, 214. Retreats to Segovia, 246. 254. Establishes his head-quarters at Port St. Mary's, 413. His character, ib. Summons Cadiz to surrender, 414. Flies to Ovana, v. 26. Defeated at Vittoria, 78. Retreats to France, ib.
- **Bonaparte**, Louis, king of Holland, issues a blockade decree, iv. 122. Cedes the port of Flushing to France, 306. Receives intelligence of the invasion of Holland by the British, 314. Assembles his army, 316. Abdicates the throne, 416.
- **Bonaparte**, Napoleon, distinguishes himself in the reduction of Toulon, i. 208. Changes produced by him on the Continent of Europe, 402, 403. His successes, ii. 83. 89. Subdues the Pope, 90. Enters Tuscany, 122. Conduct to the Genoese, 135. Sails from Toulon, 293. Takes Malta, 295. Lands in Egypt, 306. 316. State of his army, 317, 460. Takes Grand Cairo, 337. Letter to the Pacha, 377. Marches to Suez, 462. Defeats the Turks at Aboukir, 464. Letter to Tippoo Saib, 466. Besieges Acre, 495. Retreats, 500. Poisons his sick, and murders his prisoners, ib. Embarks for France, 501. Enters Paris, and changes the government, 502. His prudence and moderation, 503. Threatens to invade England, 504. 554. Letter to his Majesty, 505. Conduct to the senate of Ham-

burgh, 500. His insincerity, 509. Improved the port of Boulogne, 549. Sends an expedition to St. Domingo, 559. iii. 267. Passes the Alps, iii. 15. Gains the battle of Marengo, 16. His anxiety to retain Malta, 27. Observations on the death of Kleber, and on the naval armistice, 88. Signs a treaty with the Ottoman Porte, 113. His conduct towards Britain during the peace of Amiens, 188—191. Seizes Hanover, 206. His announcement of the capture of the *Minerve*, 212. Letter respecting prisoners of war, 229. Celebrates his birth-day on the heights of Amblyteuse, 249. Inaugurates the dock-yard at Antwerp, 250. His remarks on the conduct of Admiral Villeneuve, 268. Abandons his projected invasion of England, ib. 264. Rejects the proposals of Toussaint respecting St. Domingo, 267. Sends him his two sons, 273. Attempts to engage Russia and Prussia in a war with England, 296. Effects of his influence in Spain, 314, 316. His instructions to General de Caen, 335. His plans and preparations for invading the British dominions, 354—366. Cause of their relinquishment, 382. Orders his fleets to the West Indies, 419. His instructions to Villeneuve, 424—427. His account of the battle of Trafalgar, 470. Impotency of his decrees against English commerce, iv. 7. His declaration to the Allied powers, 11. Crosses the Rhine, 13. His successes, 14—16. Enters Vienna, 18. His perfidious conduct during a negotiation for peace, 38. Forms the confederation of the Rhine, 41. Defeats the Prussians at Jena, 42. Seizes on Naples, 48, and the Hans Towns, 92. Overruns Pomerania, 93. Defeats the Russians at Eylau, 94. Publishes the Berlin and Milan decrees, 99. 122. Demands a new conscription, 100. His celebrated manifesto, 129—132. Enraged on the seizure of the Danish fleet, 210. Sends his armies into Spain, 211. 213. Dethrones and imprisons Ferdinand, 214, and creates his brother Joseph, king of Spain, ib. Enters Vienna a second time, 328. Gains the battle of Wagram, ib. His conduct to the garrison of Martinique, 380. Extent of his power, 401. His answer to the Roman deputies, 402. Letters to the Emperor Alexander, 403, and speech to the Legislative Body, ib. Divorces the Empress Josephine, and marries Maria Louisa, 416. Changes the government of Holland, 416. His efforts for the conquest of Spain, 442. Seizes on Hamburg, 503. Raises a maritime conscription, ib. Birth of his son, ib. Visits Boulogne, 507. Reviews the flotilla, ib. Orders Admiral Baste to attack the Naiad, 508.

His mortification on the Admiral's defeat, 510. Invades Russia, v. 5. Commences his retreat, 14. Confusion and defeat of his army, ib; 74, 76. Concludes an armistice with the Emperor Alexander, 76. Again takes the field, ib. Totally defeated at Dresden and Leipsic, 77. The Allies enter France, 80. Defection of Murat, 138. Declared by the senate to have forfeited the throne, 144. Chooses the island of Elba, ib. Sets out from Fontainbleau, 152. Arrives at Frejus, 154. Embarks on board the Undaunted, ib. His voyage to Elba, 155, 156. Anecdote, 157. Determines to return to France, 200—208. Lands at Cannes, in Provence, 209. Resumes the government, ib. The Allies march against him, 210. Defeats the Prussians at Ligny, 212. Totally overthrown at Waterloo, 213. Surrenders to Captain Maitland, 214. Conveyed in the Bellerophon to Plymouth Sound, 215. His disappointment on being informed of the place of his future residence, 216. His protest, 218. Removal to the Northumberland, 220. Voyage to St. Helena, 221. Lands on the island, 222. Dies, 271. Remarks on his treatment, 272. Conduct of his followers, 273. Copy of his instructions to General De Caen, proving his unalterable hostility to Great Britain, 274—276.

*Bonne Citoyenne*, gallantly captures La Furieuse, iv. 359.

*Baolo Comba*, fort of, stormed by Captain W. A. Montague, iv. 487.

*Bootle*, Mr. Wilbraham, speech of, ii. 260.

*Bordeaux*, city of, proclaims Louis XVIII. v. 143.

*Boston*, engages the Ambuscade, i. 460.

*Botzlaer*, General, gallantly defends Williamstadt, i. 174.

*Bouchere*, M. La, his unsuccessful attempt to procure a repeal of the British orders in council, iv. 416.

*Bough*, Lieut. W. F. captures two Spanish merchantmen, iv. 241.

*Bouillon*, Prince of, imprisoned in Paris, iii. 191. Ordered to quit France, ib.

*Boulogne*, rendezvous of the French flotilla, ii. 555. Port of, improved by Bonaparte, 556. Attacked by Nelson, 557.

*Bounty*, crew of, mutiny against their commander, i. 84. Several of the mutineers seized at Otaheite, 98. Accounts of the survivors, 99. Discovery of their descendants, 99, 100.

*Bourbon*, isle of, blockaded by Captain Rowley, iv. 397; who reduces the town of St. Paul's, 398. Is again attacked and reduced, 459, 460.

**Bourchier**, Captain, pursues and destroys a French convoy, iv.  
513. Is promoted, 514.

**Bourdelaix**, captures La Curieuse, ii. 445.

**Bourne**, Lieutenant, storms a battery on the river Santa Maria, iv. 446.

**Bouverie**, Captain, destroys the works of Plenica, v. 24.

**Bowen**, Commissioner, arrives with transports at Corunna, for the embarkation of the British army, iv. 332.

**Bowen**, Captain James, retakes the Petterel, ii. 346. Captures the Santa Teresa, iii. 5.

**Bowen**, Captain Richard, his gallant conduct in Fort Royal bay, ii. 22. Captures the Mahonesa, 142. Attacks La Vestale, 149. Killed at Teneriffe, 240.

**Bowen**, Lieutenant, boards the Venteux, iii. 208.

**Bowyer**, General, reduces St. Thomas, St. John, and Santa Cruz, iv. 178.

**Boxer**, Captain, ascertains the state of the enemy's fleet in Flushing, iv. 303. Defeats the Boulogne flotilla, 510.

**Boxer**, gun-brig, captured by an American schooner, v. 121.

**Boyer**, the mulatto chief, obtains the sole government of St. Domingo, v. 263.

**Boyles**, Captain C. captures L'Atalante, i. 244. Commands a squadron off Palermo, iv. 155.

**Boyne**, claims a share of the St. Jago, i. 194. Burnt at Spithead, 371.

**Boys**, Capt. C. W. takes French privateers, off St. Andero, iv. 339.

**Brace**, Captain E. gallantly engages La Loire, ii. 368. Captures the Guelderland, iv. 284. Attacks a convoy at Cavalacci, v. 89. Reduces Gaeta, 225.

**Bread-fruit** imported into the West India Islands, i. 101.

**Breakwater**, in Plymouth Sound, account of, iii. 134—137.

**Bremer**, Captain, captures the Weser frigate, v. 83.

**Brenton**, Captain Sir Jahleel, his gallant engagements with the Spaniards off Gibraltar, ii. 489, 490. Animates the crew of the Caesar to repair her damages, iii. 37. Pursues Admiral Linöis, 40, 41. Attacks French gun-vessels, 209. Runs aground in Cherbourg-harbour, ib. His exertions in that perilous situation, 210. Surrenders, 212. Is tried and acquitted, 213. Appointed to the Spartan, ib. Account of his treatment and conduct while a prisoner in France, 217—228. Chases a polacre, iv. 156. Loses a number of his men, ib. Narrowly escapes from

capture, 158. Informs Lord Collingwood of Gantheaume's route, 236. Watches the French squadron four days, 237, 238. Attacks Pesaro, 339. Blows up the castle, and brings out the vessels, 341. Destroys the batteries and magazines of Cesenatico, ib. Reduces the island of Lusin Picolo, 342. Joins the expedition against Zante and Cephalonia, 355. Conquers the island of Cerigo, 356. Is stationed off the bay of Naples, 438. Attacked by the Neapolitan squadron, 434. Captures Murat's yacht, 435. Is severely wounded, ib. Created a commander of the order of St. Ferdinand, by the king of Sicily, 436. Returns to England, ib. and is created a baronet, 437.

*Brenton*, Captain E. P. sails for Cadiz with the Marquis Wellesley, iv. 343. His orders, 345. Commands the Tonnant, at Plymouth, v. 217. His interview with Bonaparte, 220.

*Brenton*, Captain John, commands the gun-boats in an attack on the French, at Riga, v. 6. Is honoured with the order of St. Vladomir, ib. Defeats the Prussians on the river Aa, 13. Takes possession of Mittau, 14.

*Brenton*, John, Esq. appointed agent for the navy on the conquest of the island of Java, iv. 576.

*Brenton*, Lieutenant J. W. mortally wounded in attempting to board a Spaniard, iii. 6.

*Brevdrageren*, gallant action of the boats of, v. 324. Her singular contest with a Danish squadron, 326, 327.

*Bridport*, Lord, pursues and defeats the French fleet, i. 376. His despatch to the Admiralty, 379. Sails in quest of the enemy, 408, 420. Mutineers at Spithead strike his flag, 416. Appointed general port-admiral, ii. 43.

*Brisbane*, Capt. C. cuts out the corvette La Chevrette, ii. 519. Buoys off the approaches to Copenhagen, 538. Captures La Mignonne, iii. 281. Destroys Spanish gun-boats, and takes the Pomona, iv. 65. Captures the island of Curaçoa, 169—173. His letter to the Governor, 171. Assumes the government, 173. Appointed to St. Vincent, ib.

*Brisbane*, Capt. J. captures Le Var, iv. 338. Joins in the attack on Santa Maura, 438. Attacks the harbour of Pelenza, 551. Drives a convoy on shore in the gulf of Genoa, v. 152. Commands the Queen Charlotte in the attack on Algiers, v. 248.

*British officers*, in the service of Russia, refuse to serve under Paul Jones, i. 125. Distinguish themselves in the battle of

**Wybonr-g-bay**, 136, 137. Accused of supineness, v. 43. Enters the Chilian service, 264, and are struck off the navy list, 265.

**Broke**, Capt. P. B. V. chases the Constitution, v. 48. Captures and burns many American vessels, ib.. Convoys the Jamaica fleet, 49. Returns to Halifax, ib. Watches the Chesapeake off Boston, 113. Sends a challenge to Captain Lawrence, ib. who comes out to engage him, 114. Addresses his crew before the commencement of the action, 115. Boards the Chesapeake, ib. Is treacherously wounded, but secures his prize, 116, and carries her to Halifax, 118. Returns to England, 119. Is created a baronet, ib.

**Brooke**, Governor of St. Helena, plans an expedition against the Cape of Good Hope, ii. 161.

**Brougham**, Mr. moves for an inquiry into the disposal of the Droits of Admiralty, v. 41. 255.

**Broughton**, Captain William, takes possession of Neotka Sound, i. 160. Succeeds to the command in the East Indies, iv. 563. Sails with the expedition against Java, ib. 565. 570, 571.

**Brown**, Captain, introduces chain-cables into the navy, iii. 133.

**Brown**, Captain P. recaptures a Russian brig, iv. 510. Sinks a French privateer, 511. List of his services, ib.

**Browne**, Colonel, storms Monte Video, iv. 192, 193.

**Brownrigg**, Lieutenant-colonel, disperses the enemy's troops at Monte Video, iv. 191. Dies of his wounds, 195.

**Bruix**, Admiral, takes the command of the French flotilla, iii. 299. His proclamation, ib.

**Brunel**, Mr. M. I. invents a block-machine, iii. 175.

**Brunswick**, Duke of, restores the authority of the Stadholder, i. 30. Enters France, 165. Obliged to retreat, 166. Resigns the command of the Prussians, 179.

**Brunswick**, Duke of, takes the command of the Prussians, iv. 42. Defeated at Jena, ib.

**Brunswick**; narrative of her action with the Vengeur, i. 284.

**Bryce**, Lieutenant-colonel, attacks the town of Diamante, iv. 261.

**Buckner**, Vice-admiral, his reply to the mutineers at the Nore, i. 430. Evidence on the trial of Parker, 440.

**Buenos Ayres**, taken by Sir Home Popham, and General Beresford, iv. 76—78. Retaken, 85, 86. Patriotic conduct of the Bishop, 86. Attacked by General Whitelock, 196—202. State of, after the expulsion of the British, 400.

**Bulgakov**, the Russian minister, imprisoned, i. 114.

**Bullen**, Captain, takes a valuable convoy, iii. 208. Destroys a battery at Rioux, iv. 350. Co-operates with General O'Donnell, 430. Is appointed to the Cambrian, 432. Takes possession of St. Phillion and Palamos, 546.

**Bulteel**, Captain, takes La Concorde, ii. 176.

**Burdett**, Sir Francis, opposes the vote of thanks to Lord Gambier, iv. 407. Denies the right of the commons to arbitrary imprisonment, 470. Is committed to the Tower, ib.

**Burdett**, Captain G. destroys an American flotilla in the Patuxent, v. 165.

**Burke**, Lieutenant, cuts out La Guepe from Vigo, ii. 514.

**Burton**, Captain, captures the Touterelle, i. 367. Engages the Romulus, v. 148.

**Burrowes**, Captain, attacks a French frigate, iv. 39. Is killed, 40.

**Burton**, Lieutenant, lands at Martinique, and mounts a mortar against the fort of Pigeon Island, iv. 363.

**Butterfield**, Captain, captures Le Neptune, ii. 284.

**Byng**, Captain, commands the marine brigade on the recapture of the Cape, iii. 518. Captures several vessels in the bay of Bantam, iv. 488.

**Byron**, Captain, is attacked by the President, v. 45. His gallant conduct, 46. Detains three American vessels, 47.

## C

**Cadiz**, bombarded, ii. 232. 246. Ravaged by the yellow fever, 514. Blockaded, iii. 439. iv. 43. Insurrection in, 245. Character of its inhabitants, 346. Invested by Marshal Soult, 413, 443—449. Its surrender prevented by Albuquerque, 414. Siege of, raised, v. 26. Mutiny at, among the Spanish troops, 260.

**Cadogan**, Captain G. attacks a battery on the Penmarks, iv. 516. Attacks and destroys a convoy, v. 87, and several trabaccolis, ib. 88. Captures several vessels at Vasto, 99, and Manfreドnia, 102. Reduces the fort and castle of Zara, 106.

**Cesar**, celerity of her refit after the battle of Algeziras-bay, iii. 37, 38. Enthusiasm of her crew, ib.

**Cesar**, French privateer, captured, iv. 524.

**Cagliari**, in Sardinia, bombarded by the French, i. 195.

**Caiger**, Lieut. extricates the Tartar from North Bergen, iv. 225.

**Caira** and **Censeur**, captured by the British fleet, ii. 68.

**Cairo**, surrendered to the British, iii. 77.

**Calais** bombarded, iii. 251.

**Calder**, Sir Robert, goes in search of Admiral Gantheaume, ii. 559. iii. 82. Ordered off Ferrol, 364. Defeats the combined fleet, 367—372. Is tried by a court-martial, 377, and reprimanded, 380. Accepts the command at Plymouth, 382. Dies, ib.

**Caldwell**, Vice-admiral, commands in the West Indies, ii. 192. Dispatch from, relative to the escape of a French squadron, 194.

**Callagon**, Bernardo, his generosity to the wounded English at Teneriffe, ii. 239.

**Calvi**, siege of, ii. 62.

**Cambrian**, frigate, attacks Bega and Palamos, iv. 431.

**Camelford**, Lord, shoots Lieutenant Peterson, ii. 438. Tried and acquitted, 439.

**Cameron**, Capt. takes the island of Santa Clara by storm, v. 95.

**Cameron**, Captain H. blockades Pointe-à-Pitre, iv. 389. Destroys a privateer, ib. Is killed while storming the batteries of Basseterre, 393.

**Campbell**, Rear-admiral, represses the mutiny in his squadron, ii. 580. Sails for the West Indies, iii. 271. Returns, 272. His report of the state of the Dutch navy, iv. 303.

**Campbell**, Captain, defeats the Caribs, in St. Vincent, ii. 209.

**Campbell**, Captain R. captures the Desirée, ii. 426. Attacks and burns the Prince Christian Frederick, iv. 219.

**Campbell**, Captain P. captures a French convoy, v. 36. Attacks the towers of Languilla and Alassio, 38.

**Campbell**, Captain, obtains the surrender of the ships and naval stores in the bay of Naples, v. 223.

**Campbell**, Lieutenant A. captures a convoy near Cape Palineure, v. 37.

**Campbell**, Lieut. Colin, destroys a privateer on the coast of St. Domingo, iv. 265. Captures La Dorade, ib.

**Camperdown**, battle of, ii. 106, &c.

**Campo Formio**, outline of the treaty of, i. 402.

**Campston**, Lieutenant, attacks the port of Otranto, iv. 549.

**Camus**, General Count, defends the island of Santa Maura, iv. 437. Is obliged to capitulate, 439.

**Canada**, Upper and Lower, account of, i. 8.

**Canning**, Mr. fights a duel with Lord Castlereagh, iv. 346. Opposes Mr. Brougham's motion relative to the Droits of Admiralty, v. 256. His speech on the depredations of pirates in the West Indies, 282.

**Cannon**, Lieutenant, captures several vessels off Cape Maistro, v. 38. Gallantly attacks a convoy near Goro, 39. Is mortally wounded, ib.

**Cannon**, how dragged by the sailors on shore, iv. 365.

**Canonière**, La, anchors in Simon's Bay, iv. 80. Is attacked, but escapes, 81. Captures the Laurel, 273.

**Cape of Good Hope**, attacked by the British, i. 348. Surrenders, 352. Resigned to the Dutch, iii. 205. Recaptured, 516—518. Restricted in its commercial intercourse, iv. 559.

**Cape St. Vincent**, battle of, ii. 152, &c.

**Capel**, Honourable Captain, arrives with an account of the battle of the Nile, ii. 362.

**Capellan**, Vice-admiral Van, joins the English in the attack on Algiers, v. 232. 238.

**Capri**, island of, reduced by Sir S. Smith, iv. 50.

**Captured vessels** in the port of Halifax, state of, v. 55.

**Capua and Gaeta**, surrender to Commodore Trowbridge, ii. 492.

**Caraccas**, invaded by General Miranda, iv. 87—90.

**Carden**, Captain J. S. commands the Macedonian in her gallant action with the United States, v. 59. Surrenders, 60. Is tried and honourably acquitted, 61.

**Caribs**, rebel in St. Vincent, ii. 209. Defeated, ib. 210. Assisted by the French, 210. Dislodged from the Vigie, 211. Their country laid waste, 212. Subdued and sent to the bay of Honduras, 220. Account of, 221.

**Carmichael**, Major-general, conducts a force against St. Domingo, iv. 387.

**Carnatic**, searches an American ship of war, ii. 183. Consequences of this action, 184.

**Carnation**, engages the Palineure, iv. 268. Bravery of her boatswain, ib. Is taken and burnt, 269. Her crew tried and condemned, ib.

**Caroline**, Queen, refused admittance to the Abbey at the coronation, v. 277. Dies, ib. Disgraceful scenes at her funeral, ib. 278.

**Caroline**, La, captures the Streatham and Europe, Indiamen, iv. 398. Is taken with her prizes in the bay of St. Paul's, 399. Melancholy fate of her captain, ib.

**Carr**, Lieutenant, gallantly engages the Grande Décidé, iii. 290.

**Carraciòlli**, Prince, taken, ii. 482, and executed, 483.

**Carrere**, General, his massacres in La Vendée, i. 485.

**Carrier**, General, murdered by the Arabs, ii. 343.

**Carteau**, General, defeated at Toulon, i. 208. Takes an advanced post, 210. His cruelty on entering the town, 223.

**Carteret**, Captain, prevents the French from entering the island of Walcheren, iv. 325. Attacked by the Boulogne flotilla, 508, which he defeats, 509.

**Carysfort**, Lord, his correspondence with Count Haugwitz, ii. 529.

**Carysfort**, recaptures the Castor, i. 362.

**Cassio**, destruction of the batteries of, v. 99.

**Castanos**, General, appointed to the command of the Spanish army, iv. 243. Reduces the French under Dupont, 253.

**Castlereagh**, Lord, his observation on the expedition to the Scheldt, iv. 310. Hastened the embarkation, 327. Fights a duel with Mr. Canning, 346. His speech on the American war, v. 69.

**Castor**, taken by the Sans Pareille, i. 245. Retaken by the Carysfort, 362. Claimed by the navy-board, 363.

**Castro**, gallant defence of the town of, v. 84, 85.

**Catamarins**, described, iii. 254.

**Catanelli**, Colonel, attacks Via Reggio, v. 109. Takes Lucca, ib. Defeats a body of French troops, 110. Makes an attempt on Leghorn, ib.

**Catharine II.** empress of Russia, causes of her hostility to the Turks, i. 112. Prepares for war, 115. Disappointed in the hope of assistance from England and Holland, 118, 119. Sweden declares war against her, 125. Seduces General Hesco from his allegiance, 129. Concludes a peace with the Swedes, 140. Her ambitious projects, 154. War ended between her and the Porte, 157. Overruns Poland, 162.

**Cathcart**, Lord, commands the expedition against Copenhagen, iv. 101. 112.

**Cathcart**, Captain R. engages a Danish brig and gun-boats, iv. 229. Surrenders, ib.

**Cattegat**, passage of the British fleet through, ii. 537.

**Cattaro**, town of, surrenders to Captain Hoste, v. 149.

**Caulfeild**, Captain J. gallantly defends a convoy against the Danish gun-boats, iv. 230. Bombards Rogeswick, 232.

**Cawdor**, Lord, captures the French convicts who land in Wales, i. 404.

**Cayenne**, settlement of, reduced by the British and Portuguese, iv. 382—384.

**Celebes**, island of, subjected to Britain, iv. 488.

*Censeur*, taken by the British fleet, ii. 68. Retaken, 76.  
*Centaur*, captures French frigates, ii. 488.  
*Centurion* and Albatross, the first British ships that visit the head of the Red Sea, ii. 78.  
*Centurion*, attacked by Admiral Linois, iii. 345.  
*Cephalonia*, island of, reduced by the British, iv. 356.  
*Cephalus*, attacks convoys in the ports of Infreschi and Civita Vecchia, iv. 537, 538.  
*Cerberus*, boats of, attack and capture gun-boats, v. 101.  
*Ceres*, La, capture of, v. 138.  
*Cerigo*, island of, reduced by the British, iv. 356.  
*Ceylon*, captured by two French frigates, after a gallant defence, iv. 472, 473. Is retaken, 480.  
*Ceylon*, Indiaman, captured by the Bellone, iv. 462.  
*Ceylon*, island of, reduced by the British, ii. 163.  
*Chads*, Lieutenant H. D. of the Java, continues the action with the Constitution, after Captain Carden is mortally wounded, v. 63. Surrenders, 64. His account of the capture, 65. Tried, and honourably acquitted, 66. Is promoted to the rank of commander, 67.  
*Chain cables* introduced into the navy by Capt. Brown, iii. 133.  
*Chamberlayne*, Capt. E. H. captures Le Dromadaire, iv. 537, several merchant-vessels, 538, La Persanne, v. 31.  
*Chambers*, Captain, takes several vessels off St. Domingo, iv. 66. 71.  
*Champain*, Captain W. B. captures the Naiad, iii. 514.  
*Champlain*, Lake, defeat of the British flotilla on, v. 172.  
*Chantenay*, battle of, between the republicans and Vendéans, i. 493.  
*Chapman*, serjeant of marines, in the Carnation, runs from his quarters, iv. 268. Tried, and hanged at the yard-arm, 269.  
*Charette*, the Vendéan general, attacks Nantes, i. 488. Defeated at Montaigu, 495. Is offended, and retires, ib. Puts General Marigny to death, 503. Taken and executed, ii. 41.  
*Charles*, Archduke of Austria, appointed Lieutenant-governor of the Low Countries, i. 177. Defeats General Jourdain, ii. 89. Is compelled to retreat, 90. Defeated by General Massena, iv. 15. Evacuates Italy, 18.  
*Charles III.* King of Spain, attempts to improve his navy, i. 15. Establishes an East-India Company, ib. Causes a survey to be made of the coasts of Spain, and the Straits of Magellan,

ib. Declares war against France, i. 173. Compelled by the French to declare war against England, ii. 130.

*Charles IV.* of Spain; declares war against Portugal, iii. 130. His character, iv. 213. Abdicates the throne, 214. Dies, v. 252.

*Chatham*, Earl of, commands the expedition to Walcheren, iv. 300. Takes Veere and Middleburgh, 309. Tergoes, and the fort of Bathz, 310. Bombards Flushing, 318, which surrenders, 319. Decides that nothing more can be done, 323. Returns, and presents to his majesty an account of the expedition, 324. 408. Resolution of the house of commons upon his conduct, 409.

*Chatham*, chest of, account of its institution, iii. 174. Transferred to Greenwich Hospital, 175.

*Chatoye*, heads the Caribs in St. Vincent's, ii. 209. Defeated and slain, ib.

*Chauvelin*; M. the French ambassador, ordered to leave England, i. 168. His insolence, 173.

*Cheethum*; Captain E. gallantly attempts the relief of Dantzic, iv. 96.

*Chesapeake*, attacked by the Leopard, iv. 161. Captured by the Shannon, v. 118—117. Dreadful carnage on board of, 118.

*Chevalier*, Madame, sent to St. Petersburg, ii. 418.

*Chichester*, case of desertion from the, iv. 164.

*Chiffone* (La), captured, ii. 177. Attacks the pirates in the Persian Gulf, iv. 394.

*China*, embassy of Lord Amherst to, v. 297—309.

*Chinsurah*, taken by the British, ii. 166.

*Chouans*; their conduct at Quiberon-bay, ii. 36. 39. Receive supplies from England, 510. See *Vendéans*.

*Christian*, Rear-admiral, sails with an expedition for the West Indies, i. 388. Forced by tempestuous weather to return with great loss, 389. Sails again, ii. 43. Retakes St. Lucia, 216. Detaches a squadron to assist General Abercrombie, 220. Dies at the Cape of Good Hope, 171.

*Christiansen*, ringleader of the mutineers; takes possession of the Bounty, i. 84. Returns to Otaheite, 97, 98. Puts to sea with eight others, 98. Account of his death on Pitcairn's Island, 99, 100. Anecdote of, 101.

*Christophe*, the black general; opposes the landing of the French in St. Domingo, iii. 270. Sets fire to Cape François, ib. Surrenders, 270. Takes Fort Beffort, 277. Is defeated, ib. In-

forms the white inhabitants of Jamaica of a plot against them, iv. 187. Assumes the government, v. 262. His death, 263.

*Church*, Major, attacks the fortress of Santa Maura, iv. 487.

*Cintra*, convention of, iv. 256.

*Circe*, engages a brig and two schooners, iv. 270.

*Civita Vecchia*, surrenders to the British, ii. 486.

*Cladon*, Count, sails with the expedition against Zante, iv. 355.

*Clairfayt*, General, defeats the French at Condé, i. 177. Defeated at Louvain, 181.

*Clarence*, Prince William Henry, Duke of, his progress and conduct in the royal navy, i. 149. Appointed rear-admiral of the blue, 150. Supports the motion for a vote of thanks to Sir J. Saumarez, iii. 44; and the treaty with France, 187. Opposes the bill for a naval inquiry, 173. Objects to the restoration of Malta, 202. Conducts the Emperor Alexander and King of Prussia to England, v. 180.

*Clarke*, General Alured, arrives with a reinforcement at the Cape of Good Hope, i. 351. Reduces Cape Town, 362.

*Clarke*, Major, accompanies Captain Brenton in the attack on Cerigo, iv. 356. Storms the intrenchments of Santa Maura, 438.

*Clavell*, Capt. defeats a French force intended for Corfu, iv. 159.

*Cleopatra*, captures La Topaze, iv. 373.

*Elephene*, Captain R. attacks the port of Duin, iv. 358.

*Clare*, General Le, commands the expedition against St. Domingo, iii. 269. Takes Cape François, 270. His account of the reduction of the island, 272. Subdues Toussaint, 278, and sends him to France, 274. His death, 275.

*Clerk*, Mr. John, of Eldon, observations on his work, i. 248.

*Clifford*, Captain, captures a large convoy at Infreschi, iv. 588. Another at Civita Vecchia, ib.

*Clock-machines*, described, iii. 254. Employed against the French flotilla, 256. Observations on the employment of, v. 119. Treacherous attempt to destroy the Ramillies by, 120.

*Clyde*, quits the mutineers at the Nore, i. 426. Captures La Vestale, ii. 381.

*Coates*, Captain, capture of, i. 368. Is tried and acquitted, ib.

*Esbourg*, Prince of, gains a victory over the French, and takes Condé, i. 177. Defeated at Soignies, 181.

*Cochrane*, Lord, captures the Gamo, iii. 30. His certificate to her commander, ib. Destroys several Spanish vessels, 31. Captured by Rear-admiral Linois, ib. His character and achieve-

ments, iv. 25. Destroys French signal-posts, 27. Engages a frigate and three brigs, ib. Attacks the basin of Arcasson, 128. Takes and destroys the castle of Mongal, 259. Keeps the coast of Languedoc in a state of alarm, ib. Destroys the French telegraphs, &c. 261. Defends the castle of La Trinité, 263. Joins Lord Gambier in Basque Roads, iv. 283. Conducts the attack on the French squadron, ib. 284. Takes the Calcutta, 285. Created a knight of the Bath, 287. His hostility to Lord Gambier, 289. 290. 407. Brings out a convoy from the port of Caldaquirs, 335. Is displaced from the list of British naval officers, v. 264. Obtains the command of the Chilian squadron, and blockades the coast of Peru, ib.

*Cochrane, Hon. Sir Alexander*, attacks a French squadron, i. 475. Leads the division which first landed in Egypt, iii. 67. Enters the harbour of Alexandria, 88. Pursues Missiessy, 419. Assumes the command in the West Indies, 420. Joined by Nelson, ib. 429. Defeats the Rochefort squadron, in conjunction with Sir J. Duckworth, 522—530. Pursues Admiral Wil-laumez, iv. 57. Relieves General Miranda, 89. Takes the island of St. Thomas, St. John, and Santa Cruz, 178. Blockades Martinique, 267; which is reduced, 362—370. Blockades the Saintes, 385. Pursues a French squadron, ib. Destroys two frigates at Basseterre, 392. Reduces the island of Guadalupe, 493—495, St. Martin's and St. Eustatia, 495. Appointed governor of Guadalupe, ib. Procures and sends home a skeleton imbedded in limestone, ib. Succeeds Sir J. Warren, in North America, v. 162. Sends Sir P. Parker up the Chesapeake, 171. Plans an attack on New Orleans, 175. 186. 188. Lands the troops, 191, 192. Failure of the expedition, 198, 199. Takes the settlement of Mobile, 200.

*Cochrane, Capt. N. D.* hears of the arrival of a French squadron at St. Domingo, iii. 523. His activity in conveying the intelligence to Sir J. Duckworth, ib. Is sent home with the despatches, 525.

*Cockburn, Capt.* takes the *Pylade*, iv. 270.

*Cockburn, Sir George*, attacks the French in Larma-bay, ii. 224. Appointed to the *Minerve*, 225. Presented with a gold-hilted sword, 227. His conduct in the battle off Cape St. Vincent, 228. Recaptures the *Success*, and destroys *La Bravouse*, iii. 50. Bombards Flushing, iv. 318. Settles the terms of capitulation, 319. Reconnoitres Pigeon Island, Martinique, 363. Hoists a broad pendant, and takes the rank

of Brigadier-general, 364. Forms a battery against Fort Bourbon, 367. Proceeds with the garrison of Martinique to Europe, iv. 377. His negotiation with the French commissioner, 378—380. Reaches Spithead with the prisoners, 381. Proceeds to Quiberon-bay with the Baron de Kolli, to effect the liberation of Ferdinand VII. 423. Learns the detection of the Baron, and returns, 424. Sails for Cadiz, 442. Defeats a body of French on the coast of Andalusia, 444. Supplies the army with stores, &c. at the battle of Barossa, 528. Arrives at Bermuda, v. 122. Proceeds to the Chesapeake, ib. Clears the James river, ib. Destroys a large dépôt on the Elk river, 123. His declaration to the inhabitants, ib. Attacks Havre de Grace, 124, George Town and Frederick Town, 125. Repulsed at Norfolk, 126. Takes Hampton, 127. Attacks a naval force at Okrakoke, ib. Seizes Kent Island, 128, and Tangier Island, 164. His activity and enterprise, 165. Enters Washington, 166. Marches on Baltimore, 168. Defeats the Americans, 169, 170. Retreats, 170. Takes possession of St. Mary's, 175, 176. Proceeds to Cumberland Island, 176, which he fortifies, 203. Embarks the military stores and returns to England on the peace with America, ib. Conveys Bonaparte to St. Helena, 216—222. Failure of his embassy of mediation between Spain and her colonies, 340—342.

*Codrington*, Captain E. commands on the coast of Spain, iv. 525, 526. His services during the siege of Tarragona, 531—535. Watches the city after its surrender, v. 32.

*Coffin*, Captain, convicted of false muster, i. 80. Is dismissed the service, ib. Reinstated, 81.

*Coffin*, Lieutenant, sent in a launch with despatches, iv. 237. His narrow escape, ib.

*Coghlan*, Captain, takes a French gun-brig, N. 510. Engages the General Ernouf, which blows up, iii. 513. Attacks the batteries of Cassio, v. 99.

*Col de Belaguer*, reduction of, v. 93, 94.

*Cole*, Captain C. captures L'Unité, i. 396. Reduces the island of Bandaneira, iv. 489, 490.

*Collier*, Captain F. A. attacks a brig and two schooners off St. Pierre, iv. 270. Engages the batteries, ib. 271. Chastises the pirates in the Persian Gulf, v. 266.

*Collier*, Sir G. R. sinks a French corvette, iii. 330. Watches the enemy between Ferrol and Vigo, iv. 29. Joins the guerilla

chief Pastor, 540. Takes possession of Bermeo, and brings out the vessels, ib.

**Collingwood**, Vice-admiral, rewarded for his conduct in the battles of the 1st of June and Cape St. Vincent, ii. 155. Blockades Cadiz, iii. 383. His last interview with Nelson, 446. Leads the lee-line in the battle of Trafalgar, 449. Is the first to engage, 451. His gallant conduct, 465. Despatches and general orders, 473—484. Letter to his father-in-law, 485, and to Admiral Alava, 494. Created Baron Collingwood, 498. Receives the thanks of Parliament, ib. Continues the blockade of Cadiz, 489. iv. 43. Succeeds to the chief command in the Mediterranean, 42. Detaches Sir T. Louis, 135, and Sir J. Duckworth, to Constantinople, 136. Sails in quest of Gantheaume, 237. His letter to Rear-admiral Purvis, on the affairs of Spain, 246. Arrives off Cadiz, 252. Pursues and destroys a French squadron, 351. Detaches Captain Hallowell against a convoy in the bay of Rosas, 353, and Rear-admiral Martin against Zante and Cephalonia, 355. His death and character, 449—452.

**Collins**, Lieut. A. L. boards La Turliviette, iv. 78.

**Collins**, Michael, anecdote of, iii. 36.

**Colonies of Great Britain**, general outline of, i. 8—12. Observations of the government of, v. 259.

**Colonies of Spain**, declare their independence, v. 339—342.

**Colorina**, General, surrenders the castle of Ischia, iv. 348.

**Colossus**, lost in St. Mary's Sound, ii. 275.

**Colpoys**, Rear-admiral, success of the squadron under his command, i. 367. Opposes the meeting of the delegates on board the London, 417. Sent on shore by the seamen, 418. Appointed governor of Greenwich-hospital, 420. Dies, ib.

**Columbine**, Capt. attacks the settlement of Senegal, iv. 294.

**Columbo**, in Ceylon, reduced by the British, i. 360.

**Colville**, Capt. loses the Romney, iii. 258. Tried and acquitted, 260.

**Comus**, takes the Frederickscoarn, iv. 106.

**Commission of an admiral of the fleet**, copy of, v. 354.

**Congo**, river, expedition to the, v. 320.

**Congreve rockets**, employed against Copenhagen, iv. 111.

**Constance**, wrecked, iv. 40.

**Constantinople**, disorders in, v. 265.

**Constellation**, captures the Insurgente, ii. 185. Gallant action with La Vengeance, 187.

**Constitution**, captures the *Guerrière*, v. 49—51. Observations, 52—55. After a severe action captures the *Java*, 62—65.

**Crode**, Capt. destroys a flotilla in the Garonne, v. 145.

**Cook**, Lieut. S. E. captures a privateer, v. 107.

**Cooke**, Captain John, takes *La Resistance* and *La Constance*, i. 408. Killed in the battle of Trafalgar, iii. 475.

**Cooke**, Captain Edward, attacks the Spaniards at Manilla, ii. 167. Affair with the natives of Mindanao, 174. Killed in an engagement with a French frigate, 175.

**Coombe**, Captain, pursues and takes *La Lynx*, iv. 175. Character of this enterprise, 176.

**Coote**, Captain, destroys the shipping in the river of Connecticut, v. 171.

**Coote**, Sir Eyre, attacks the shiues of Slykens, ii. 394. Is taken prisoner, 397. Commands the first division of the British who land in Egypt, iii. 65. Embarks on lake Mareotis, and lands on the west side of Alexandria, 85. Reduces the castle of Marabout, 86.

**Copenhagen**, state of the defences of, ii. 539. Battle of, 540. Attacked by Admiral Gambier, iv. 101—112. Capitulates, 112. Effects of the bombardment, 117. Evacuated, 119.

**Coral reefs**, observations on their formation, i. 110.

**Corbett**, Captain, joins in the attack on the Isle of Bourbon, iv. 397—399. Attacks two French frigates, 477. Is overpowered, ib. Dies of his wounds, ib.

**Corby**, Vice-admiral, commands in the Mediterranean, i. 193.

**Coblyn**, Lieutenant, attacks the ports of Ampollo and Perello, v. 90, and the Col de Belaguer, 94.

**Cordage**, manufacture of, in India, v. 344.

**Corea**, coast of, surveyed by Captain Maxwell, v. 298.

**Corfu**, resigned by the Russians to the French, iv. 169.

**Cornwallis**, Marquis, defeats General Humbert and Irish rebels, ii. 235.

**Cornwallis**, Rear-admiral, sails for the East Indies, i. 386. Puts into Rio Janeiro, 397. Arrives in India, 388. Attempts to form a settlement on the Andaman Islands, 340. Examines a French convoy, 344. Returns to England, 346. Captures a convoy off Brest, 372. His celebrated retreat, 373. Sails for the West Indies, 391. Runs foul of a transport, and returns to Spithead, ib. Is tried and acquitted, 392. Commands the Channel fleet, ii. 521. Blockades Brest, iii. 208. iv. 22. His orders to Lord W. Fitz-Roy, iii. 385. Joined by Nelson, 435.

Sends him home, ib. Serves under Earl St. Vincent, iv. 23.  
Retires from ill health, 28. 32.

*Corsica*, account of, ii. 48—51. Attacked by the British, 53.  
Capitulates, 59. Assumes the British form of government, 60.  
Proceedings of the National Assembly, 61. Evacuated, 137.

*Corunna*, retreat of the British to, under Sir J. Moore, iv. 331.  
Battle of, 333, 334:

*Cotton*, Sir Charles, commands off Brest, iv. 28. 32. Blockades the coast of Portugal, 233. Russian fleet surrenders to him, 257. Watches the harbour of Toulon, iv. 456. Succeeds to the command of the Channel fleet, 524. Dies, v. 18.

*Cotrone*, surrender of, iv. 51.

*Countess*, Captain, takes La Bellone, ii. 370.

*Courageux*, copied by the British ship-builders, i. 40. Lost, ii. 139.

*Courtney*, Capt. engages the Ambuscade, i. 460. His death, ib.

*Craig*, Major-general, lands at the Cape of Good Hope, and attacks the heights of Muysenburg, i. 348. Reinforced, 349. 351. Harassed by the Hottentots and Dutch cavalry, 350. Lands with the British in the bay of Naples, iv. 48. Retires to Sicily, ib.

*Crawley*, Captain, takes possession of Ithaca, iv. 357.

*Creole*, La, captured, iii. 281. Founders at sea, 288.

*Crescent*, captures La Réunion, i. 242.

*Creyke*, Captain, describes the revolutions at Oporto, iv. 252.  
Saves the life of the French intendant, 253.

*Croatians*, revolt to the Austrians, v. 101, 102.

*Crofton*, Captain Edward, attacks the island of St. Martin's, iv. 266.

*Croker*, Mr. opposes the motion for an inquiry into the Walcheren expedition, iv. 408. Presents to the House of Commons the narrative of Sir Richard Strachan, 409.

*Crook*, Lieutenant, his unfortunate attack on a brig off St. Pierre, iv. 271.

*Crown*, Captain, takes the Sophia Magdalena, i. 136.

*Crozier*, Captain, attacks the batteries of Martinique, iii. 289.

*Cuba*, Governor of, refuses to acknowledge Joseph Bonaparte, iv. 263. Infested by pirates, v. 281.

*Culloden*, captures the Neustra Senora del Carmen, ii. 150.  
Leads the van in the battle off Cape St. Vincent, 152. Grounds on a reef in Aboukir-bay, 307. 310. 328.

*Cumberland Island*, taken by Rear-Admiral Cockburn, v. 176, 177. 203.

**Cumby**, Captain, is detached against St. Domingo, iv. 387, which surrenders, 388.

**Cunningham**, Captain, takes the privateer La Dorade, ii. 97.

**Cunningham**, Captain C. captures La Vestale, ii. 381. Retakes the Apelles, v. 12.

**Curaçoa**, island of, taken by Captain Watkins, ii. 446. By Captain Brisbane, iv. 168—173.

**Curieuse**, La, taken by the Bourdelais, ii. 445. Sinks, ib.

**Curieux**, captures the Dame Ernouf, iii. 512.

**Curtis**, Sir Roger, created a Baronet, i. 304. Mutiny in his squadron, ii. 91. Joins Earl St. Vincent, 301. Sails for the Cape of Good Hope, 381. Presides on the trial of Lord Gambier, iv. 291.

**Curtis**, Captain, concurs in the attack on the Isle of Bourbon, iv. 460. Proceeds against Du Perrée in the Isle of France, 467. Gets aground, 468. Sets fire to his ship, and goes on board the Iphigenia, 470. Is captured, 471.

**Cuxhaven**, entered by the Prussians, ii. 528. Evacuated, v. 14. Receives a British garrison, ib. 79.

**Cyane**, defeats a fleet of gun-boats, iv. 348. Her obstinate engagement with La Ceres, 349.

## D

**Dacres**, Rear-admiral, sends a squadron against Batibano, iv. 69. Refuses to assist General Miranda, 89.

**Dacres**, Capt. J. R. his successes off St. Domingo, iv. 66. 68. 173. Covers the retreat of General Miranda, 90. Storms the fort of Samana, 174. Engages the Constitution, v. 49. Surrenders after a gallant defence, 51. Is severely wounded, ib.

**Dalrymple**, Sir H. takes the command of the British in Portugal, iv. 256. Concludes the convention of Cintra, ib.

**Dalrymple**, Major, killed in the assault on Monte Video, iv. 192. 195.

**D'Alvarez**, Don P. gallantly defends the town of Castro, v. 84.

**Daly**, Capt. C. F. takes La Sylphe, iv. 235. Blows up the magazines at St. Andero, 253. Is severely scorched, ib.

**Danae**, mutiny on board of, ii. 518.

**Dance**, Captain, with the India fleet, defeats Admiral Linois, iii. 338. Is knighted, 342, and receives a pension, 343.

**Danish** West India islands captured, ii. 450.

**Danish** war, observations on, iv. 205—210. Gun-boats, 230, 231.

*Dantzic*, siege of, iv. 93—98. Evacuated by the French, v. 187.  
*Daphne*, captured, ii. 277.  
*Dardanelles*, passage of, iv. 137—150.  
*Dart*, description of, ii. 425. Captures the *Desirée*, 428.  
*Dashwood*, Capt. C. takes the *Raposa*, iv. 67. Attacks the port of Samana, 266. Captures *Le Lion*, v. 135.  
*Davie*, Major, murdered by the *Candians*, iii. 350.  
*Davis*, Lieut. S. killed in boarding the *Cæsar*, iv. 524.  
*Davoust*, Marshal, defeated by Prince Bagration, v. 5. Gets possession of Hamburg, 76.  
*Dawson*, Lieut. G. takes the *Piedmontaise*, iv. 187. Is promoted, ib.  
*Deacon*, Lieutenant H. C. storms the batteries of *Jacotel*, iv. 458. Is severely wounded at the Isle of France, 470.  
*D'Anzo*, town of, taken by the British, v. 107.  
*De Caen*, General, surrenders the Isle of France to the British, iv. 483. Vindication of his conduct in the affair of Captain Flinders, 318. Benevolent solicitude of his lady, 319, 320.  
*Decatur*, Commodore, captures the *Macedonian*, v. 59, 60. Falls in a duel, 61.  
*De Coursey*, Hon. M. captures *La Colombe*, ii. 285. Commands a squadron in the bay of Corunna, iv. 332.  
*Decrees*, commander of the *Guillaume Tell*, captured after a gallant defence, iii. 20. Created minister of marine, 21. Is murdered, ib. His letter describing Sir Sidney Smith's engagement with the flotilla, 244.  
*Deecker*, Lieut. S. B. commands the *Junon* on the fall of Capt. Shortland, iv. 391. Compelled to surrender, ib. Is promoted, 392.  
*Defence*, narrative of the loss of the, iv. 520. Observations, v. 337, 338.  
*D'Hautpoule*, surrenders after a severe action to the *Pompée*, iv. 386.  
*Delgorgue*, Gen. hospitably entertains the officers of the *Minnervé*, iii. 218.  
*Demerara* and *Essequibo* surrender to the British, ii. 215. iii. 289.  
*Denmark*, state of, i. 20. Foreign settlements, ib. Attacks the Swedish territories, 129. Intimidated by Great Britain, ib. Hostility under the neutral flag, ii. 102. Disputes the British right of search, 421. Remonstrates against the order in council, iv. 99. Loses her colonies, 115. Acrimony against

- **Britain**, 218. Her depredations on British commerce justified, 421. Joins the Allies, v. 138.

**De Rippe**, Capt. joins in the attack on a squadron off Foul Point, iv. 559. Summons the settlement of Tamatave, 562.

**Desaix**, General, his decisive conduct in the battle of Marengo, iii. 16. Is killed, 17.

**Desaix**, General, signs the treaty of El Arisch, iii. 53.

**Deserters** from the Halifax, case of, iv. 160—164. Arrested at Baltimore, 361. Released, ib. Observations on the conduct of America towards, 382.

**Desirada**, or Desirada, island of, taken by Capt. Selby, iv. 265.

**Despatches**, importance of the prompt delivery of, v. 336.

**Dessalines**, the black General, burns St. Marc and Arcahaye, iii. 273. Surrenders to the French, ib. Attacks Cape François, 277. Is defeated, ib. Takes the town of St. Marc, 282. Compels the French to evacuate Cape François, 292, 293.

**Detenues**, shamefully treated by the French, iii. 220.

**Devon**, Lieut. T. B. captures two privateers, v. 324, 325. His singular escape from a Danish squadron, 326—328.

**Diamond**, reconnoitres Brest, i. 365. Drives on shore the Assemblée Nationale, 390. Burns a corvette, ib.

**Diamond Rock**, described, iii. 413. Fortified, ib. Captured, 430.

**Diana**, frigate, watches the port of Havre de Grace, iv. 428. Pursues and attacks two frigates, 429. Captures several vessels in the Gironde, 514.

**Diario Sevillano**, Spanish paper, suppressed, iv. 346.

**Dicken**, Brigadier-general, takes the post of Fredericksburg, iv. 108.

**Dickenson**, Lieut. attacks the port of Otranto, iv. 549. Anecdote of, v. 335.

**Dickson**, Capt. E. S. gallant conduct of, ii. 442. Retakes the settlement of Goree, iii. 309, 320.

**Dictator**, defeats a Danish squadron in the harbour of Mardoe, v. 7.

**Dido** and Lowestoffe capture the Minerve, ii. 71.

**Digby**, Capt. G. blows up the magazines at St. Andero, iv. 253.

**Digby**, Capt. H. his gallantry in the harbour of Vivero, ii. 488.

**Dilkes**, Capt. C. captures a French convoy, iv. 129. Takes possession of Fort République, 367.

**Dillon**, Captain W. H. engages a Danish brig of war, iv. 217.

**Dillon**, General, repulsed by the Austrians at Tournay, i. 164.

*Dillon*, Lieut. sent with a flag of truce, iii. 241. Taken prisoner, ib.

*Diomedes*, lost in the bay of Trincomalee, ii. 164.

*Diron*, a pirate, his character, iv. 68. Pursued and driven on shore by Lieut. Fitten, 69.

*Discovery*, voyages of, to the Yellow Sea and Loo Choo islands, v. 296—317—the coast of New Holland, 317—320—the river Congo, 320—the north-west coast of America, 322.

*Diving-boat*, described, iii. 255.

*Dixon*, Capt. Manley, captures the Santa Dorothea, ii. 331. Commands the blockade of Malta, iii. 19. Captures the Guillaume Tell, 20.

*Dixon*, Captain J. W. T. gets ashore on the coast of Portugal, iii. 103. Is drowned, 306.

*Dixon*, Lieut. W. H. pursues and captures L'Eole, lugger privateer, v. 9.

*Dobbs*, Lieutenant, attacks and captures a privateer and merchant-vessels, in the port of Agay, v. 35.

*Dobbs*, Captain, captures two American schooners, v. 224.

*Domet*, Lieut. destroys the battery of Chateau Margot, iii. 290.

*Dominica*, revolt of the negroes in, ii. 453. Suppressed, 456. Attacked by Admiral Missiessy, iii. 420.

*Donegal*, captures the Rayo, iii. 489.

*Donnelly*, Captain, destroys a French frigate, iii. 353.

*Dorade*, captured by the Clyde, ii. 97. Loat, ib.

*Doris*, captures Affronteur, iii. 207.

*Douglas*, Vice-admiral J. E. improves the interior arrangement of ships of war, iii. 141.

*Douglas*, Sir Andrew, his gallant conduct in the Queen Charlotte, i. 377.

*Downie*, Captain, attacks the American flotilla before Plattsburg, v. 172. Is killed, 173.

*Downman*, Captain Hugh, engages a French privateer, ii. 291. Blockades Savona, iii. 15. Signs the capitulation, ib. His services on the recapture of the Cape, 518.

*Droits of Admiralty*, inquiry into the disposal of, v. 41. 255—258. Treasury minute for, 356.

*Droits de L'Homme*, wrecked after an action with the Indefatigable and Amazon, i. 399.

*Dromadaire*, La, capture of, iv. 537.

*Drummond*, General, storms Fort Niagara, v. 132. Attacks Fort Erie, 224. Obliged to retreat, ib.

**Drury**, Rear-admiral, commands in the East Indies, iv. 394.  
Detaches Captain Wainwright against the Pirates in the Persian gulf, ib. Joins Admiral Bertie off the Isle of Bourbon, 482. Returns to India, 483. Sends an expedition against the Molucca islands, 489. Expires at Madras, 563.

**Drury**, Captain, captures La Renommée, ii. 428.

**Drury**, Lieutenant, attacks the harbour of Bega, iv. 159. Captures a Dutch brig, 488.

**Dry rot**, described, iii. 138. Its causes, 140—143. How counteracted, 144.

**Dubois**, M. his generosity to Captain Brenton, iii. 217.

**Dubourdieu**, Commodore, is killed in an attack on a British squadron, iv. 548.

**Duckworth**, Sir John, commands the British squadron in the reduction of Minorca, ii. 344. Reduces the Swedish and Danish West India islands, 450. Captures a rich convoy of Spanish merchantmen, and two frigates, iii. 6. Takes the command in the Leeward islands, ib. Sends home seventeen sail of the line, 272. Blockades Port-au-Prince, &c. 278. Cruises off Cadiz, 520. Pursues the Rochefort squadron, 521—523; which he totally defeats off St. Domingo, 524—528. Returns to England, 530. Receives the thanks of parliament, ib. Sent against Constantinople, iv. 136. His instructions, ib. Passage of the Dardanelles, 143, 144. Explains the causes of the failure of the expedition, 146, 147. Steers for Alexandria, 151, where he assumes the command of the naval force, 153. Goes down the Mediterranean, 154. Sails again in pursuit of the Rochefort squadron, 264. Returns to England, ib.

**Dumanoir**, Rear-admiral, escapes from the battle of Trafalgar, iii. 467. Intercepted and taken by Sir R. Strachan, 500—502.

**Dumas**, Count de, his remarks on the conduct of England towards Portugal, iii. 129, and St. Domingo, 277. 283. Inaccuracy of his statements, 284. 294. View of the naval power of Great Britain, 300. His reflections on the battle of Trafalgar, iii. 468.

**Dumourier**, General; defeats the Austrians at Jemappe, i. 166. Compelled to retreat, 172. His defection, ib.

**Dunbar**, Sir James, attacks French gun-vessels, iii. 298.

**Duncan**, Admiral, assumes the command of the fleet in the North Seas, i. 189. Joined by a Russian squadron, 190. ii. 98. Takes two French brigs of war, i. 190. Pardons the

mutineers of the *Venerable*, 422. Deserts by all the fleet, except the *Adamant*, 423. Cruises off the Texel, ii. 99. Obtains a glorious victory over the Dutch fleet off Camperdown, 107. His dispatches to the Admiralty, 110—114. Arrives at the Nore, 118. Carries the Dutch flag in procession to St. Paul's, 121.

*Duncan*, Captain the Hon. H. assists in the reduction of Pesaro, iv. 339. Destroys a number of trabaccolis, 350. Attacks gun-boats in the gulf of Salerno, 543. v. 395. Storms Palineure, and brings out a convoy, iv. 543, 544.

*Dundas*, General, retreats with the British through Holland, i. 185. Attacks the heights of Arenes at Toulon, 218. Succeeds to the chief command, 220. His letter on the evacuation of the town, 233. Lands in Corsica, ii. 53. Takes the Myrtille-tower, 54. Eulogizes the British seamen, 55. Storms the battery of the convention, 56.

*Dundas*, Major-general Thomas, attacks the island of Martinique, ii. 16. An attempt to assassinate him, ib. Reduces Guadalupe, 27. Dies, 29. His body dug up by Victor Hugues, 196.

*Dundas*, Mr. remarks of, on the state of the navy, i. 383. His correspondence with the Vendéans, 490. 500. Obtains various indulgences for the navy, ii. 46. His speech on the proposals for peace, 508. His letter on the detention of French fishing-boats, iii. 186. See *Melville*, Lord.

*Dundas*, Captain G. H. L. takes D'Anzo, v. 107. Defeats a French corps at Leghorn, 110. Assists in the reduction of Genoa, 151.

*Dunkirk*, siege of, raised, i. 178.

*Du Perrée*, Captain, captures the British sloop of war *Victor*, and the Portuguese frigate *Minerva*, iv. 400. Takes the Ceylon and Windham, East-Indiamen, 461. Is deceived by the signals of the *Nereide*, 465. Attacked in the channel of the Isle de la Passe, 468; but reaches the harbour in safety, ib. Is again attacked by four British frigates, 467, which he totally defeats, 469.

*Dupin*, Mons. his account of the treatment of prisoners of war, iii. 213, 214. Remarks on English prison-ships, 230.

*Dupont*, General, defeated by Castanos, iv. 253.

*Duquesne*, captured, iii. 281.

*Durham*, Captain, captures the *Daphne*, ii. 277, *La Flore*, 285, *La Loire*, 369. Sails for Barbadoes, v. 177. Captures

*the Alcmene*, and *L'Iphigenie*, 178. Reduces Guadaloupe, 226, 227. 292—296.  
*Dutch fleet*, how equipped, i. 33. Efficiency and number of, ii. 416. iv. 303, 304.  
*Dutton*, East-Indiaman, lost in Plymouth sound, ii. 42.

## E

*Eagle*, gallant enterprises of the boats of, v. 38, 39.  
*East India Company*, statement of their losses at sea, iv. 463—465. Inquiry into the causes, ib.  
*East Indies*, corruption of the public officers employed there, i. 334. Trade of, becomes a prey to the pirates, 335. War with Tippoo Saib, 343. Surrender of the French, 359, and Dutch settlements in, ii. 166. Vigorous conduct of the government, 468. State of, at the peace of Amiens, iii. 114. Depredations of the French in, iv. 396. Naval stores in, v. 344, 345.  
*Eden*, counteraction of the dry rot on board the, iii. 144.  
*Edwards*, Rear-admiral, commands in the West Indies, i. 312. Espouses the cause of the planters, ib.  
*Edwards*, Captain Valentine, seizes sixteen of the mutineers of the Bounty at Otaheite, i. 96. Wrecked in Endeavour Straits, ib.  
*Edwards*, Mr. Bryan, speech of, ii. 269.  
*Egypt*, arrival of the French in, ii. 306. 316. Expeditions of the British to, iii. 60—87. iv. 151—154.  
*Egyptienne*, a remarkably fast sailer, i. 43. Taken by Captain Shipley, iii. 414.  
*Ekins*, Captain, pursues the *Frederickscoarn*, iv. 105.  
*El Arisch*, treaty of, iii. 54.  
*Elba*, island of, reduced by Nelson, ii. 127. Evacuated, 141. Defended by Mr. Grant against the French, iii. 7. Ceded to France, 8. Chosen by Bonaparte as the place of his retreat, v. 144. His arrival there, 156.  
*Elio*, governor of Valencia, barbarity of, v. 252.  
*Elliot*, Sir Gilbert, appointed Viceroy of Corsica, ii. 60. Evacuates it, 137.  
*Elliot*, Captain the Honourable G. captures La Jena, iv. 187.  
*Elliot*, Captain, storms the fort of Les Hayes, and brings out a corvette, iv. 389, 390.  
*Elliot*, Lieutenant W. captures ten Danish brigs, iv. 222.  
*Elphinstone*, Sir George Keith, appointed governor of Fort La Malgue at Toulon, i. 205. Defeats General Carteau, 208.

**Superintends the embarkation of the troops and emigrants,** 221. **Sails with a squadron to the Cape of Good Hope,** 348. **Captures a Dutch fleet in Saldanha-bay,** 354. **His letters to Rear-admiral Lucas,** 356.

**Elphinstone, Captain C.** engages and destroys a Dutch squadron in the Straits of Salayers, iv. 74. Lost in the Blenheim, 182.

**Emigrants, French,** assemble at Coblenz, i. 165.

**Endymion,** captures the Bacchante, iii. 208; the President, v. 201, 202.

**Enghien, Duke d'**, murdered, iii. 311.

**England, Lieutenant,** attacks a Danish squadron, v. 7. Is promoted, 9.

**Entreprenante,** taken by the Achilles, ii. 444.

**Erie, Lake,** defeat of the British flotilla on, v. 131.

**Erskine, Mr.** his negotiations with the government of the United States, iv. 417. Is recalled, 418.

**Espoir,** captures the Liguria, ii. 331. Engages two Spanish zebecs, iii. 5.

**Esquerques,** wreck of the Athenienne on, iv. 53. Survey of, 56.

**Essex,** American frigate, captured by the Phœbe, v. 161.

**Essingham, Captain,** takes seven Dutch East Indiamen, ii. 162.

**Ethalion,** captures La Bellone, ii. 370.

**Europe,** review of the naval force of, iii. 167. State of, 424. iv. 8—20. 92, 93. v. 80. 180. 206, 207. 248.

**Eurotas and La Clorinde,** severe action between, v. 139.

**Ermouth, Lord,** negotiates with the Barbary powers for the abolition of slavery, v. 230. Returns to England for fresh instructions, ib. Barbarity of the Algerines, leads to an attack on their capital, 231. His description of the action and its effects, 233—243. Letter to the Dey, 245, who consents to the terms prescribed, 246.

**Eyre, Captain,** joins the expedition against Zante and Cephalonia, iv. 355. Sails for Santa Maura, 437. Lands with the army, ib. Is wounded, 438. Saves a Spanish garrison at Oropesa, 542. Captures twenty-two sail of merchant-vessels, 550.

## F

**Facey, Lieut.** attacks a polacre in the harbour of La Seva, iii. 5.

**Fahie, Captain,** lands troops at Martinique, iv. 363. Pursues a French squadron, 385. Captures, after a severe action, Le D'Hautpoule, 386. Takes possession of Basseterre, 494. Reduces Gaeta, v. 225.

**Fairfax**, Captain, created a knight-banneret for his conduct in the battle of Camperdown, ii. 120.

**Fame**, packet, illegally seized and condemned by the French, iii. 189.

**Fane**, Captain F. W. sails with General O'Donnell against the castle of Las Medas, iv. 430. Destroys a battery near Bega, 431. Attacks Palamos, ib. Lands with a body of seamen and marines, ib. Is taken prisoner, 432.

**Fanshawe**, Captain, his narrative of the loss of the Hero and Grasshopper, iv. 518, 519.

**Farmars**, battle of, i. 177.

**Farquhar**, Captain A. gallantly defends the Acheron, iii. 406. Reduces Castleburgh on the Weser, v. 78, Cuxhaven, and the fortress of Gluckstadt, 79.

**Faulknor**, Captain, rashly puts a seaman to death, ii. 21. Tried and acquitted, ib. Storms Fort Louis, 24. Attacks the Pique, 197. Is killed, 198.

**Ferdinand**, Archduke, defeated by Murat, iv. 15.

**Ferdinand VII.** proclaimed King of Spain, iv. 214. Meets Bonaparte at Bayonne, ib. Dethroned and imprisoned, ib. Carried to Valançay, 421. Fruitless attempt to release him, 422—424. Returns to Spain, v. 152. His character, 253.

**Ferdinand**, king of Naples, marches to Rome, ii. 341. Is defeated, 342. 473. Flies to Sicily, 474. Returns to Naples, 481. Again driven from his throne, iv. 48. Confers the order of St. Ferdinand on Captain Brenton, 436. Once more seated on the throne of Naples, v. 223.

**Ferguson**, Brigadier-general, defeats the Dutch at the Cape of Good Hope, iii. 517.

**Ferrie**, Captain, gallantly attacks the Junon, iv. 374, 375.

**Ferris**, Captain S. captured in Algeziras-bay, iii. 34. Cuts out a schooner from Marin-bay, 290.

**Ferris**, Captain W. takes several vessels in the Gironde, iv. 515, 516.

**Ferrol**, expedition to, ii. 512.

**Ferzen**, Count, death of, iv. 419.

**Finlay**, Captain, his account of the loss of the Blenheim, iv. 180.

**Fir frigates**, successes of, ii. 448.

**Fire-ships**, use of, deprecated, iii. 253. v. 119.

**Firing**, effects of, in light winds, iv. 158.

**Fisgard**, in Wales, fate of the French convicts who land there, i. 404.

*Fisgard*, captures the *Immortalité*, ii. 367.  
*Fishing-boats*, French, capture and release of, iii. 185.  
*Fitch*, Lieutenant-colonel, killed in an engagement with the Maroons, ii. 205.  
*Fitten*, Lieutenant M. pursues and destroys a French privateer, iv. 68, 69.  
*Fitz-Rey*, Lord William, vindication of, iii. 385—388.  
*Fitzgerald*, Lieutenant, takes three armed luggers, iv. 226.  
*Fiume*, reduction of, by Rear-admiral Fremantle, v. 97.  
*Flag-officers*, inquiry into the promotion of, i. 67—75.  
*Fleming*, Lieutenant, boards the *Raposa*, iv. 67.  
*Flinders*, Captain, account of his detention at the Isle of France, v. 317—320.  
*Flora*, captures the *Pomone*, i. 244.  
*Flore*, (La), captured, ii. 285.  
*Flotilla* (French) described, iii. 242, &c. Means used for its destruction, 253. 256.  
*Flushing*, besieged by the French, iii. 236. Invested by the British, iv. 309. Bombardment of, 318. Surrenders, 319. Arsenal of, destroyed, 325.  
*Folger*, Captain Mayhew, discovers the descendants of the mutineers of the *Bounty*, i. 98.  
*Foote*, Captain J. E. destroys a French corvette, i. 395. Captures *La Sensible*, ii. 330. Compels the castles of Uovo and Nuevo to capitulate, 477. Intercedes for the garrisons, 481. Convoys the royal family to Naples, ib.  
*Ford*, Commodore, commands the expedition against St. Domingo, ii. 8. •  
*Forest laws of France*, iv. 3.  
*Foresti*, Mr. sails with the expedition against Zante, iv. 355. Is knighted for his services, 357.  
*Forneille*, attacked by Commodore Linzee, i. 214.  
*Forrest*, Captain Thomas, cuts out the Mosambique from Martinique, iii. 291. Attacks the Russians in Aspo roads, iv. 225.  
*Fort Bourbon*, description of the bombardment of, iv. 368. Capitulates, 369. Is destroyed, 871.  
*Fort Erie*, attacked by the British, v. 224.  
*Forte*, La, wrecked in the harbour of Jeddah, iii. 80.  
*Fortunée*, captures the Vice-admiral Martin, iv. 517.  
*Fothergill*, Lieutenant, his gallant conduct in Algoa-bay, ii. 171.  
*Fouche*, extract from the *Memoirs* of, iv. 210. Detects the Baron de Kolli in his attempt to liberate Ferdinand VII. 424.

**Foul Point**, taken by Captain Spranger, ii. 168.

**Fox**, Mr. appointed secretary of state, i. 6. Espouses the cause of the Dutch, 34. Recommends attention to the navy, 87. Supports an inquiry into the promotion of flag-officers, 72. Speech on the convention with Spain, 151; on the superiority of the French navy, 382. Retires from parliament, ii. 260. Speech on violation of the treaty, 479. Rejects a proposal for the assassination of Bonaparte, iv. 37. Enters into a negotiation for peace, 38. Dies, 160.

**Fox**, attacks the Spaniards in the bay of Manilla, ii. 167. Grounds on a mud-bank, 174.

**France**, Isle of; its importance to the French cruisers, iv. 396. Blockaded by Commodore Rowley, 397, and by Captain Pym, 458. Attacked by Captain Willoughby, ib. Destruction of four British frigates there, 468. Final reduction of, 481—485.

**Francis II**. Emperor of Germany, his accession to the throne, i. 163. Takes the command of his army in person, 179. Returns to Vienna, 180. Prevented from abandoning the coalition, 182. Treaty with the French at Campo Formio, 402. Assumes the title of hereditary Emperor of Austria, iv. 8. Joins the coalition against France, 10. Retreats to Brunn, 18.

**Frazer**, Major-general, commands the army employed in the second expedition to Egypt, iv. 151. Takes possession of Alexandria, 153, which he is obliged to evacuate, 154.

**Frazer**, Major, captures Baticalao, ii. 165.

**Frazer**, Captain, surrenders the settlement of Goree, iii. 309.

**Frederick the Great**, King of Prussia, death of, i. 113.

**Frederick II**. pursues the same policy as his predecessor, i. 118. Forms a league against the emperor Joseph, 143. His selfish designs, ib. Dismembers Poland, 162. Sends an army into France, 165. Retires from the coalition, 180. Dies, ii. 91.

**Frederick III**. unites with France against England, ii. 527. Takes possession of Cuxhaven, 528. Obliged to evacuate Hanover, iii. 114. Refuses to accede to the coalition against France, ia. 12. Remonstrates against the violation of his territory, 13. Joins the Allies, 16. His interview with the Emperor Alexander, ib. Shuts his ports against the English, 19. His selfish conduct, 40. Prepares for war with France, 41. Totally defeated, ib. Joins the Allies against Bonaparte, 76. Visits England, 180—184.

**Fremantle**, Captain (afterward Rear-admiral), conducts the evacuation of Leghorn, ii. 126. Commands the Neptune in the

battle of Trafalgar, iii. 467. Dismasts the *Santissima Trinidad*, 468. Reduces the town of Fiume, v. 97—99. His successes on the coast of Istria, 100, 101. Proceeds to Trieste, 103, which surrenders, 104. Summary of his services, 150.

**French**, obtain no superiority by the war, i. 4. 12. Conclude a commercial treaty with England, 5. Foreign possessions, 13. Advantageous maritime situation, ib. Assist the Dutch patriots, 29. 31. Instigate them to attack the British East-India settlements, 35. Ships, superior to the English, 39. Gloomy aspect of their affairs, 163. Declare war against the Emperor of Germany, ib. The King of Sardinia, 164. Open the Scheldt, and declare it free, 167. Decree the union of Belgium with France, ib. Declare war against England, 169. Attempt to negotiate, 173. Are defeated in Flanders, 176. State of their armies, 179. Conquests in the Netherlands, 181, 182. Drive the British out of Holland, 185. Value of their West India islands, 318. Lose their settlements in the East Indies, 357. Reject the proposals for peace, 384. ii. 93. Disagreement with America, i. 463. 470. ii. 186. State of their marine, ii. 4. Lose their West-India settlements, 27. Recover Guadaloupe, 31. Loss in the Vendean war, 41. Their acquisitions, 82. 376. Sell their prisoners to the Spaniards, 124. Invade Switzerland, 257, 258. Their object in the invasion of Egypt, 316. Obtain possession of Piedmont, 336. Send an army to St. Domingo, 451. Driven from Zante, &c. 469. Evacuate Rome, 486. Abandon Italy, 494. Government changed by Bonaparte, 502. Treaty of peace with England, iii. 102. Declare in favour of the Bourbons, v. 146. Return of Napoleon, 207—209. State of, on the termination of the war, 251. See *Bonaparte*.

**French** fleet, state of discipline on board of, 148. How manned, 245. Quality of the ships, 246.

**French Town**, in America, conduct of the inhabitants of, to the British, v. 123, 124.

**French** troops employed in America, v. 126. Infamous conduct of, 127.

**Frere**, Mr. recalled from Spain, iv. 345. His remonstrance to the provisional government in Cadiz, 412.

**Fresh** water procured from the sea, off the mouth of the Rhone, v. 29, off Batavia, 310.

**Freya**, captured by the Nemesis, ii. 421.

**Friedland**, battle of, iv. 98.

*Frigates*, non-descript, sent to America, v. 112.  
*Frolic*, sloop of war, captured after a gallant defence, by the *Wasp*, v. 56, 57. Retaken by the *Poictiers*, 58.  
*Frolic*, American sloop of war, disgracefully surrenders to the *Orpheus*, v. 335.  
*Fulton*, steam-vessel, described, v. 121.  
*Fulton*, the inventor of stone-ships, anecdote of, v. 358.  
*Furieuse*, La, captured by the *Bonne Citoyenne*, iv. 359.

## G

*Gaeta*, siege of, iv. 49, 50. Surrenders, 52, v. 225.  
*Gage*, Captain Wm. Hall, pursues a Spanish seventy-four, iii. 2.  
*Galatea*, frigate, attacks a French squadron off Foul Point, iv. 559.  
*Galisoniere*, Mons. interferes in the disputes of St. Domingo, i. 322. Resigns the command of *Le Leopard*, ib.  
*Galway*, Captain, takes possession of *La Clorinde*, v. 140.  
*Gamage*, Lieutenant, R. S. melancholy fate of, v. 15.  
*Gambier*, Lord, commands the expedition against Copenhagen, iv. 101, 102. Brings off the Danish fleet, 119, 120. Returns to England, 216. Created a baron, ib. Receives the thanks of parliament, ib. Blockades the French in Basque Roads, 280. Proposes their destruction by fire-ships, 181. His order from the Admiralty, ib. Is joined by Lord Cochrane, 283. Defeat of the French squadron, 285—287. Applies for a court-martial on Rear-admiral Harvey, 289. Is accused by Lord Cochrane, ib. Demands a court-martial, 290. Is tried, 291, and honourably acquitted, 293. Receives the thanks of parliament, 407. Continues in the command of the Channel fleet, 426. Signs the treaty of peace between England and America, v. 203.  
*Gentheame*, Rear-admiral, his letter to Admiral Bruix, ii. 333. Sails to the West Indies, 559. His unsuccessful expedition to relieve Egypt, iii. 81, 82. Captures the *Swiftsure*, 83. His honourable conduct to Captain Hallowell, 84. Arrives with a squadron at St. Domingo, 271. Blockaded in Brest, by Lord Gardner, 408, and Admiral Cornwallis, iv. 22. Sails from Toulon, 236. Watched by the *Spartan*, 237. Relieves Corfu, 239.  
*Gardner*, Sir Allan, reduces Columbo, in the island of Ceylon, i. 360. His remarks on the superiority of French ships, 382. Imprudent conduct during the mutiny at Spithead, 416. Defeated at Martinique, ii. 3. Returns to England, 4. Prevents

Gantheaume's escape from Brest, iii. 408. Proceeds to the attack on Flushing, iv. 318.

*Garland*, Lieutenant J. burns the shipping in Buzzard's Bay, v. 171.

*Garlies*, Viscount, covers the landing of the troops at Gaudaloupe, ii. 25. Commands a squadron off Cadiz, 150.

*Garth*, Captain T. captures several gun-boats, v. 101.

*Gaudaloupe*, attacked by the British, ii. 25. Surrenders, 27. Recovered by the French, 28—31. Insurrection of the negroes in, iii. 275, suppressed, 276. Second reduction of, iv. 493—496. Renounces the government of the Bourbons, 226. Again reduced by the British, 227. 293—296.

*Geddes*, Lieutenant, is blown up in a prize by a treacherous plot of the Americans, v. 120.

*Gell*, Rear-admiral, sails with a squadron to the Mediterranean, i. 123. Captures the Dumourier and St. Jago, ib.

*Genereux*, captures the Leander, ii. 318. Surrenders to the Alexander, iii. 8.

*Genoa*, siege of, iii. 13. Capitulates, 17. Sufferings of the inhabitants, 18. Relieved by the British sailors, 18. Attempt of the French to convey property from, ib. Reduced by the British, v. 151.

*George III.* King of Great Britain, forms a league against the Emperor Joseph, i. 143. His message to Parliament respecting Nootka Sound, 147. Speech on the termination of the differences with Spain, 150. Mediates between Russia and the Ottoman Porte, 155. Message on the French declaration of war, 169. Sanctions the engagements of Lord Hood with the Toulonese, 215. Visits the Queen Charlotte, and rewards Lord Howe and his officers, 304. Orders a distribution of prize-money among the seamen, 306. His clemency to the mutineers at the Nore, 445. ii. 119. Intended visit to Lord Duncan, ii. 119. Procession to St. Paul's, 121. His message respecting the armaments of France and Holland, 199. Announces war with those powers, 200. His proclamation on the Irish rebellion, 299. Lays an embargo on Prussian vessels, iv. 19. His speech on the peace of Tilsit, 205. Declaration in favour of Spain, 212. Eulogizes the conduct of Gustavus, king of Sweden, 275. Lamented illness of, 501. Expires at Windsor, v. 253. His character, 254.

*George IV.* succeeds his father on the throne of Great Britain, v. 255. Coronation of, 276, 277. Visits Ireland, 278. and

Hanover, 279. His last interview with the Earl of St. Vincent on board the Royal George yacht, 287. Proceeds on his visit to Scotland, ib. 288.

George, brig, illegally seized by the French, iii. 190.

Gevilliere, Gillet de la, proposes to Mr. Fox the assassination of Bonaparte, iv. 37. Ordered to quit the country, 38.

Geyt, Captain George Le, his successes off St. Domingo, iv. 68. Detached against Batibano, 69.

Ghezza Pacha's conduct in the siege of Acre, ii. 498.

Gibbs, Colonel, attacks the heights of Cornelis, iv. 568. Storms a redoubt, 569. Killed in the attack on New Orleans, v. 197.

Gibraltar, state of, i. 11. Its great importance to British commerce, 12. iv. 441.

Gibraltar, ship of the line, strikes on the Pearl rock, ii. 140.

Giffard, Captain, suppresses the rebels in Dominica, ii. 454.

Gifford's, Mr. observations on the promotion of flag-officers, i. 75.

Gill, Captain C. takes the Dutch brig, Manly, iv. 295, 296.

Gillespie, Colonel, R. sails with part of the expedition against Java, iv. 564. Enters the city of Batavia, 567. Defeats the enemy on the heights of Cornelis, 568.

Gironde, difficult navigation of the, iv. 80.

Glatton, gallantly attacks a French squadron, ii. 100.

Gluckstadt, reduction of the fortress of, v. 79.

Goate, Captain, takes the fortress of Retzbuttel, iv. 296.

Godey, overruns Portugal, iii. 130. Imprisoned by the populace, iv. 214. Escapes, ib.

Goeree, engages two French brigs of war, iv. 264.

Goldrisk, Captain, describes the inhuman conduct of the French to their wounded prisoners at Martinique, iv. 372.

Gonzalez, governor of Tarragona, his gallant defence, and death, iv. 538.

Gordon, Captain J. A. destroys a convoy, iv. 540. Pursues and captures La Pomone, v. 30, 31. Loses his leg, 31. Chases an American flotilla up the Patuxent, 165. Enters Alexandria, 167. Terms on which he spared the town, 168.

Gordon, Captain C. accompanies Captain Wainwright against the pirates in the Persian gulf, iv. 395. His gallant defence of the Ceylon, 472, 473. Is honourably acquitted for the loss of the ship, 474.

Gordon, Lieutenant J. E. advocates the cause of distressed seamen, iii. 59.

**Gordon, Captain H.** his gallant defence of the Wolverine, iii. 391.

**Gore, Captain**, captured in the Censeur, ii. 76.

**Gorée**, island of, surrenders to Sir Charles Hamilton, ii. 383. Capture and recapture of, iii. 309.

**Goretti**, island of, taken by Sir Home Popham, iv. 190.

**Gouche, Lieutenant**, attacks Point du Che, iv. 427.

**Gower, Lord**, the English ambassador, recalled from Paris, i. 173.

**Goza**, surrenders to Captain Ball, ii. 347.

**Graham, General**, commands the British on the Isle of Leon, iv. 413. 526. Orders the evacuation of Matagorda, 440. Defeats the French at Barossa, 527. Reduces the citadel of St. Sebastian, v. 97. Drives the French into Antwerp, 138.

**Grampus**, fitted up for the reception of destitute seamen, iii. 160, 161.

**Grand Cairo**, taken by Bonaparte, ii. 337.

**Grant, Mr. Isaac**, defends Porto Ferrajo, against the French, iii. 7.

**Grant, Captain**, watches the port of Havre de Grace, iv. 428. Pursues and attacks two frigates, 429.

**Grasshopper**, brilliant actions of, iv. 240, 241. Gets on shore on the Dutch coast, 518. Strikes to Admiral de Winter, 519.

**Graves, Admiral**, created Lord Graves for his services on the first of June, i. 304. and Knight of the Bath for the attack on Copenhagen, ii. 547.

**Graves, Captain**, attacks Marin-bay, iii. 289.

**Gravina**, Spanish Admiral, enters Toulon in conjunction with Lord Hood, i. 205. Appointed commandant of the troops, 206. Promoted by his Catholic Majesty, 222. Sails to St. Domingo, iii. 269. Escapes from the battle of Trafalgar, 467.

**Greeks**, attempt to throw off the Turkish yoke, v. 279. British government refuses to interfere in their behalf, 279—281.

**Green, Sir Charles**, reduces the settlement of Suripam, iii. 415—419.

**Greenwich Hospital**, a magnificent asylum for wounded and enfeebled seamen, i. 47, 48.

**Gregory, Captain**, engages the Palineure, iv. 268. Is killed, ib.

**Grieg, Admiral**, appointed to the command of the Russian fleet in the Baltic, i. 115. Fights a drawn battle with the Swedes, 126. Sends several of his officers to Petersburg in irons, 127. Defeats the Swedish fleet at Sweaburg, 128. His death, ib.

*Grenada*, slaves in, revolt and join the French, iii. 214. Subdued by General Abercrombie, 220.

*Grenville*, Lord, speech of, ii. 269. 507. Condemns the peace with France, iii. 106, 107, and the negotiation with Russia, 118—123.

*Grey*, Sir Charles, his opinion on the defence of Toulon, i. 207. Commands the expedition against the French West India islands, ii. 14. Attacks Martinique, 15. Takes the town of St. Pierre, 17. Defeats General Bellegarde, 19. Reply to Rochambeau, the Governor, 20, who surrenders the island to him, 24. Takes St. Lucia, 25. Subdues Gaudaloupe, 25—27. His efforts for its recovery, 30. Returns to England, 31. Accused of injustice and extortion, 190, but is acquitted, 191.

*Griffith*, Rear-admiral, attacks the American settlements on the Penobscot, v. 171.

*Griffith*, Captain A. J. sends his boats into the port of Dameta, and brings out nine vessels, iv. 350.

*Griffon*, brig, defeats a division of the Boulogne flotilla, v. 10.

*Grinfield*, Lieutenant-general, takes St. Lucia, iii. 279, Tobago, 280, Demerara and Essequibo, 289.

*Groa*, town of, attacked by Captain Hoste, iv. 453—455.

*Grosvenor*, General, clears the shores of the East Scheldt, iv. 313. Votes for an inquiry into the Walcheren expedition, 408.

*Grotius*, remarkable quotation from, iv. 209.

*Guardian*, strikes on an island of ice, i. 91. Part of the crew leave her, 93. Reaches Table-bay, 96.

*Guerrière*, captured, after a gallant defence, by the Constitution, v. 49—51. Observations on this action, 52—55.

*Guillaume Tell*, captured after a severe engagement, iii. 20.

*Guion*, Captain D. O. melancholy fate of, iv. 520, 521.

*Guion*, Lieutenant, intercepts and destroys two French convoys, iv. 426.

*Gun-boats*, utility of, iv. 231.

*Gustavus III.* of Sweden, hostile to Russia, i. 129. Declares war, 125. Deceived in his hope of support from the nobles, ib. His mortification at the siege of Frederickstadt, 129. Recruits his forces, and obtains several successes, 130. Takes the command of the galley-fleet, 131. Attacks Fredericksham, 132. Totally defeated in Wybourg-bay, 135. His narrow escape, 136. Repairs his damages, 147, and obtains

a decisive victory over the Russian galley-fleet, 133. Concludes a peace, 140. Assassinated by Ankerstrom, 162.  
**Gustevus IV.** of Sweden, unites with England against France, iv. 10. Magnanimity of, 93. 98. 100. Replies to the Russian manifesto, 215. Is deposed, 402. Arrives in England, 419. Departs for the continent, ib. Dies, v. 253.

## H

**Halifax**; attempts to burn the dock-yards at, ii. 186. Maroons transported to, 207.

**Hall**, Captain R. takes a French privateer, &c. iv. 858. Bombards the enemy's flotilla at St. Mary's, 448. Gallantly attacks and defeats the French at Pietro Nera, v. 27.

**Hall**, Captain B. sails in the Lyra to the Chinese sea, v. 297. Visits the islands on the coast of Corea, 298. His account of the Loo Choo islands, 299. Is sent with dispatches to India, 309.

**Hallowell**, Captain (afterward Vice-admiral Sir Benjamin), commands the gun-boats at the siege of Bastia, ii. 59. Gallant conduct in the battle of the Nile, 311. Presents Nelson with a coffin, 332. Attacks the castle of Aboukir, 465. Conversation with French officers, 466. Success on the coast of Naples, 474. Captured by Admiral Gantheaume, iii. 83. His generosity to a French captain, 219. 495. Convoys the second expedition to Egypt, iv. 151. Serves on shore with the army, 152. Pursues a French squadron, 351. Destroys a convoy, 352, 353.

**Halsted**, Captain, captures the Argo, ii. 100. Takes vessels out of the ports of Norway, 103. Supports the attack on Genoa, iii. 14. Captures La Carrere, and the Success, 50.

**Hambly**, Lieutenant R. severely wounded in boarding a French privateer, iv. 524.

**Hamburg**, taken possession of by the Danes, ii. 527. Plundered by the French, iv. 94. Added to the empire of France, 506. Entered by the Allies, v. 76. Again taken by the French, ib.

**Hamelin**, Monsieur, takes the Iphigenia, iv. 471. Is captured by Commodore Rowley, 479. His disgraceful conduct at Tappanooly, in the island of Sumatra, 480.

**Hamilton**, Lady, obtains supplies for the British fleet, ii. 303. Induces Nelson to annul the truce with the castles Uovo and

**Nouvo**, 480. Disgusting conduct at the execution of Prince Carracioli, 488.

**Hamilton**, Sir Charles, captures La Revanche, i. 398. Takes the island of Goree, ii. 386. Attacks French settlements in Africa, 518. Censures Lord Cochrane for his opposition to Lord Gambier, iv. 407.

**Hamilton**, Captain Edward, captures the Hermione, ii. 443.

**Hamley**, Lieutenant, storms a battery on the Penmarks, iv. 517.

**Hammond**, Lieutenant, enters the port of Damata, and brings out nine vessels, iv. 350.

**Hampton**, in America, taken by Colonel Beckwith, v. 127.

**Hancock**, Captain, captures La Contre Amiral Magon, iii. 259.

**Handfield**, Captain, cuts out a privateer from Muros, iv. 29. Killed, 155.

**Hannibal**, captured in Algeziras-bay, iii. 34.

**Hanover**, surrenders to the French, iii. 205.

**Hans Towns**, confederacy of, dissolved by Bonaparte, iv. 92.

**Hanway**, Mr. Jonas, proposes the formation of a marine society, iii. 159.

**Harcourt**, Brigadier-general, defeats the French in Guadaloupe, iv. 494.

**Hardinge**, Captain, takes the Atalante, iii. 240. Bombards Granville, 297. Attacks La Piedmontaise, iv. 185. Falls in the engagement, 186.

**Hardy**, Sir Thomas, cuts out La Mutine from the bay of Santa Cruz, ii. 229. Commands the Victory in the battle of Trafalgar, iii. 452. Runs on board the Redoutable, 453. His conversation with Nelson in his dying moments, 457, 458. Commands the Ramillies, off New London, v. 120. Treacherous attempt to blow up his ship, ib. Captures Moose Island, 171.

**Hardyman**, Capt. L. covers the landing at Monte Video, iv. 194.

**Hargood**, Captain W. burns the Impetueux, iv. 59.

**Harper**, Lieutenant J. boards and brings out a convoy from the port of Duin, iv. 358. Takes the islands of Mezzo, v. 102, and St. George, 105.

**Harrier**, lost off Madagascar, iv. 182.

**Harrington**, Lieutenant, takes the Generoux, iii. 8. Brings out of Messina several vessels loaded with grain, 10.

**Harris**, Sir James, defeats the projects of the French on the British East India settlements, i. 35.

**Harris**, Captain G. captures a number of vessels off the island

of Java, iv. 491. Take Greisse and Sourbaya, 572. Reduces the island of Madura, 573—575. Anecdote of, v. 381.

**Harrowby**, Earl of, his letters respecting the blockade of the Elbe and the Weser, iii. 239. Arrives at Berlin, iv. 17.

**Harvey**, Rear-admiral Henry, cruises with a squadron in the North Seas, i. 188, 189. Commands on the Leeward island station, ii. 42. 221. Reduces the island of Trinidad, 428. Attacks Porto Rico, 430. Demands the restoration of the Hermione, 437. Returns to England, 442.

**Harvey**, Rear-admiral Eliab, commands the Temeraire in the battle of Trafalgar, iii. 450. Engages the Fougeux, 454. Cruises off Cape Finisterre, iv. 22. Cause of his invective against Lord Gambier, 288. Is tried and dismissed the service, 289. Restored to his rank, ib.

**Harvey**, Captain John, gallantly engages the Vengeur on the 1st of June, i. 284. Is wounded, 287. Dies, 289.

**Harvey**, Captain B. engages two luggers, iv. 425. Takes Le Mamelouck, ib. Defeats a division of the Boulogne flotilla, v. 10. Is promoted, 12.

**Hassan Bey**, Captain Pacha, recalled from Egypt, i. 115. Collects an army to oppose the Russians, 120. Repairs to the relief of Acre, ii. 496.

**Hassan Bey**, the Turkish Vice-admiral, defeated in the attack on Kinburn, i. 121. Beheaded at Constantinople, ib.

**Haswell**, Lieutenant, daring enterprise of, iv. 26.

**Haufernen**, Danish frigate, affair of, ii. 423.

**Hautayne**, Captain, defeats a division of gun-boats, iv. 512.

**Havre de Grace**, in America, plundered by Rear-admiral Cockburn, v. 124.

**Havre de Grace**, bombarded, iii. 247.

**Hawke**, Lord, supports the inquiry into the promotion of flag-officers, i. 69.

**Hawke**, sloop, destroys a French convoy, iv. 513, 514.

**Hawker**, Captain E. captures the Colibri, iv. 359, Le Bernais, 394.

**Hawkesbury's**, Lord, observations on the treaty of Tilsit, iv. 207.

**Hawkey**, Lieutenant, attacks Russian flotilla, iv. 297. Is killed during the engagement, 298.

**Hawkins**, Lieutenant, boards two Danish vessels in Tromptsen sound, v. 12.

**Hay**, Captain, his gallant and successful defence of the Astell, iv. 462. Receives a pension from the East India Company, 463.

*Hay, Lieutenant, of the Alceste, his desperate action with the Malays,* v. 314.

*Hay, Lieutenant, of the Active, anecdote of,* v. 335.

*Hayes, Captain J. attacks Bay Mahaut, in the island of Guadaloupe,* iv. 491.

*Hayti.* See *St. Domingo.*

*Hazard, captures Le Neptune,* ii. 284.

*Head-money, answer to an application for,* v. 357.

*Heligoland, account of the island of,* iii. 205. Reduced by the British, iv. 121.

*Henderson, Major, lands at Martinique,* iv. 363. Takes Point Solomon, and invests the fort of Pigeon Island, ib. Takes possession of Fort Republique, 366.

*Henderson, Lieutenant, is sent against a convoy at Regosniza,* iv. 540. His intrepid and successful attack, 541.

*Henry, (French) Captain, captured in the battle off St. Domingo,* iii. 528. Vindication of his conduct, ib.

*Heninghoff, Russian Vice-admiral, joins Admiral Duncan,* i. 190.

*Henniker, Captain M. J. destroys French flotilla,* iii. 323.

*Herbert, Mr. his sketch of the battle of Trafalgar,* iii. 459.

*Hercule, taken by the Mars,* ii. 279.

*Herman, General, defeats the Turks,* i. 157.

*Hermenegildo, burnt off Cape Trafalgar,* iii. 40. 49.

*Hermione, mutiny on board of,* ii. 435. Conducted to a Spanish port, 437. Captured by Captain Hamilton, 443.

*Hero, narrative of the loss of,* iv. 517—519.

*Hervilly, D', defeated at Quiberon-bay,* ii. 35. Takes Fort Pentheire, 36.

*Hesco, the Swedish general, deserts his post,* i. 129. Taken and beheaded, ib. note.

*Hesse, Prince Charles of, takes possession of Hamburg,* ii. 527.

*Hesse Philipsthal, Prince of, defends the fortress of Gaeta,* iv. 49. Is wounded, and retires, 52.

*Heywood, Capt. E. captures the Frederickscoarn,* iv. 105, 106.

*Hibernia, merchantman, gallantly repulses an American privateer,* v. 179.

*High Islands, situation of the,* iv. 566.

*Hilliers, General; besieges Barcelona,* iv. 546.

*Hillyar, Captain, cuts out two Spanish corvettes from Barcelona,* iii. 22. Attacks a French squadron off Madagascar, iv. 559.

Takes possession of Togguli, in Java, 571. Captures the Essex, v. 161.

*Hoare*, Captain E. W. anecdote of, v. 329.  
*Hoche*, General, result of his expedition against Ireland, i. 404.  
Defeats the royalists at Quiberon-bay, ii. 38.  
*Hoche*, captured by the Robust, ii. 365.  
*Holland*, foreign possessions of, i. 14. Naval power, 14. 32.  
Invaded by the emperor Joseph, 24, 25. Opposes the re-opening of the Scheldt, 28. Disputes between the Orange party and the patriots, 29. 33. Joins with England and Russia against the Emperor of Germany, 143. Consequences of her union with France, 185, 186. ii. 86. 101. 115. 413. Invaded by the British and Russians, ii. 405. By the British, iv. 309—330. Retreat of the French from, v. 81. Prince of Orange returns, 81, 82. State of, on the termination of the war, 253.  
*Holland*, Lord, opposes the vote of thanks to Admiral Gambier, iv. 217.  
*Holy Alliance*, attempts to crush the spirit of continental liberty, v. 262. 267.  
*Honeyman*, Captain, attacks a division of the French flotilla, iii. 251. Takes seven Dutch schuyts, 261.  
*Hood*, Lord, assumes the chief command in the Mediterranean, i. 195. Opens a negotiation with the Toulonese, 200. His proclamation, 201. Takes possession of the place, 205. Sends from thence five thousand French seamen, 209. Joined by a body of Neapolitans, 211. Evacuates Toulon, and retreats to Hieres-bay, 228. Motives of his conduct, 235. Defended, 237. Receives the thanks of parliament, ii. 51. Sails to Corsica, 53. Attacks the Myrtillo tower, ib. Chases the French fleet, 58. Reduces Bastia, 59. Returns to England, 63. His resignation, 77. Death and character, ib.  
*Hood*, Sir Alexander, created Lord Viscount Bridport, for his services on the first of June, i. 304. See *Bridport*.  
*Hood*, Sir Samuel, pursues the French escaping from the Nile, ii. 315. Blockades Alexandria, 332. Takes Salerno, 474. Attacks the Formidable, iii. 41. His dangerous situation on the Pedro Rocks, 42. Commands in the West Indies, 206. Takes St. Lucia, 279, Tobago, 280, Demerara and Essequibo, 289. Fortifies the Diamond Rock, 413. Takes Surinam, 414—418. Succeeded by Sir A. Cochrane, 419. Eulogizes Captain Bettesworth, 513. Stationed off Rochefort, iv. 28, 29. Captures four French frigates, 32. Loses his arm in the engagement, 33. Reduces the island of Madeira,

128. Chases the Russian fleet, 226. Takes the *Sewolod*, 228.  
Arrives at Coruña with transports, 332. Embarks the troops, 333. His instructions on sailing for India, v. 342—348.  
*Hood*, Captain, escapes from the harbour of Toulon, i. 236.  
Killed while engaging L'Hercule, ii. 279.  
*Hope*, Major-general, assumes the command at Corunna, on the death of Sir J. Moore, iv. 333. Embarks the army, ib. Invests Bayonne, v. 143.  
*Hope*, Captain H. engages and disables the President, v. 201, 202.  
*Hope*, Lieutenant David, gallantly attacks Bay Mahaut, in the island of Guadaloupe, iv. 491, 492. Is severely wounded in the action between the Macedonian and United States, v. 60.  
*Horatio*, attacks the Junon, iv. 374. Captures La Nécessité, 426.  
*Horn*, Count, killed in a battle off Hoogland, i. 127.  
*Horneck*, General, lands in St. Domingo, ii. 12.  
*Hornet*, captures the British brig of war Peacock, v. 111.  
*Hospital* for seamen, establishment of, iii. 160.  
*Hoste*, Capt. G. of the royal engineers, has the order of St. Ferdinand conferred on him for his conduct in the defeat of the Neapolitan squadron, iv. 436.  
*Hoste*, Capt. W. reduces Cotrone, iv. 51. Assists in the attack on Pesaro, 339. Attacks the enemy at Cortelazzo, 354. Sends a boat expedition against Groa, 453; which is attended with complete success, 455. Defeats a French and Italian squadron off Lissa, 546—549. His successes off the coast of Istria, v. 38. Captures a division of gun-boats off Otranto, 87, and a large convoy off Guila Nova, 101. Destroys the forts of Rovigno, 102. Takes the island of St. George, 105. Cattaro and Ragusa, 149. Takes possession of Parga, 151. Observations on his action off Lissa, 333.  
*Hotham*, Vice-admiral, sails to the Mediterranean, i. 194. Succeeds Lord Hood in the command of the fleet, ii. 63. Pursues the French, 66, and captures two ships of the line, 68. Again falls in with the French, 72, and captures the Alcide, 73. Remarks on his conduct, ib. Created an Irish peer, 74.  
*Hotham*, Captain H. drives three frigates on shore at Sable D'Olonne, iv. 280. Takes possession of Corunna, 338. Cruises off the Penmarks, v. 18. Destroys two frigates and a brig off L'Orient, 19—22.  
*Hotspur*, frigate, pursues French gun-brigs, iv. 516. Gets on shore, ib. Critical situation, ib.

*Hotz, Colonel, surrenders Gaeta, iv. 52.*

*Howe, Lord, remarks on his administration while first Lord of the admiralty, i. 66. His speech on the promotion of flag-officers, 68. Opinion in the case of Capt. Coffin, 80. Commands the fleet assembled at Spithead, 147. Gives chase to the French, 242. Puts to sea with a large fleet of merchantmen, 246. Detaches Rear-admiral Montague to intercept the enemy's convoy, 246. Discovers the French fleet, 272, and obtains a glorious victory on the first of June, 274. His despatches to the admiralty, 290. Remarks on his conduct, 300. Presented by his Majesty with a diamond-hilted sword, 304. Puts to sea with the Channel fleet, 365. Resigns the command, 368. Presides on the trial of Vice-adm. Cornwallis, 392. Neglects the complaints of the seamen, 411. Pacifies the Channel fleet, 419. His death, 420.*

*Hull, Capt. attacks and captures the Guerrière, v. 49—51, which he burns, 68. Is made a commissioner of the American navy, ib.*

*Humbert, General, lands in Ireland, and defeats General Lake, ii. 285. Surrenders to the Marquis Cornwallis, ib. Takes Fort Belair, iii. 270.*

*Humphries, Capt. S. P. demands the deserters who had joined the Chesapeake, iv. 161. Attacks the Chesapeake, 163, and takes them by force, ib. Retires, 165.*

*Hunter, Major-general, defends the island of St. Vincent, ii. 214. Compels the French to surrender, 216.*

*Hunter, Capt. J. tried for the loss of the Venerable, iii. 324. Acquitted, ib.*

*Hunter, Mr. Mayor of Baltimore, arrests British deserters, iv. 361.*

*Hutchinson, General, besieges Alexandria, iii. 75. Compels General Bethard to sign the capitulation of Cairo, 77. Receives reinforcements from India, 79, and from England, 84. Alexandria surrendered to him by Menou, 87. His measures for the relief of Dantzic, iv. 95.*

*Hydra, destroys La Confiance and La Vessuve, ii. 282.*

## I

*Illustrious, loss of, ii. 69.*

*Immortalité, captured by the Fisgard, ii. 367. Attacks French flotilla, iii. 262.*

*Impatient, French frigate, loss of, i. 407.*

*Imperieuse*, attacks French gun-boats, iv. 543. v. 385.  
*Impétueux*, taken on the first of June, burnt in harbour, i. 364.  
*Impregnable*, loss of, ii. 382.  
*Impregnable*, inspected by the Emperor Alexander and the King of Prussia, v. 182, 183.  
*Impression*, observations on, i. 50. iii. 134. iv. 497. v. 258.  
*Inconstante*, L', captured, ii. 5.  
*Indefatigable*, chases a French convoy, i. 387. Captures La Virginie, 397.  
*Indostan*, loss of, iii. 394.  
*Infernet*, Capt. generously relieved by Capt. Hallowell, iii. 495.  
*Inman*, Capt. H. attacks a squadron in Dunkirk roads, ii. 425. His evidence on Sir R. Calder's trial, iii. 379.  
*Invincible*, loss of the, ii. 536.  
*Iphigenia*, proceeds against the Isle of France, iv. 467. Unfortunate result of the action, 468. Receives the crews of the Magicienne and Sirius, 470. Surrenders, 471. Cruel treatment of the prisoners by the French, ib. Recaptured, 484.  
*Iphigenia*, arrives in Cooke's river, i. 145. Plundered by the Spaniards at Nootka Sound, 146.  
*Iphigenia*, frigate, blown up in Aboukir-bay, iii. 84.  
*Irby*, Capt. F. P. dislodges the French from the Boyart Shoal, iv. 280. Captures La Mouche, and other privateers, 339. Takes the privateer Le Charles, 513. His desperate action with the Arethuse, v. 138.  
*Ireland*, disturbed state of, i. 403. ii. 373. Fate of the French expedition against, i. 404. ii. 384. Union with Great Britain, 517.  
*Irois*, post of, gallantly defended by Lieut. Talbot, ii. 432.  
*Iron*, used as a substitute for oak in the building of ships, i. 60.  
*Iron mast*, description of, iii. 154.  
*Irresistible*, captures two Spanish frigates, ii. 229.  
*Irving*, Major-general, defeats the French and Caribs in St Vincent, ii. 213.  
*Isle of France*. See *France*, Isle of.  
*Ischia* and *Procida*, islands of, reduced by the British, iv. 348.  
*Ismailow*, stormed by the Russians, i. 157.  
*Italy*, state of, ii. 340.  
*Ithaca*, island of, falls into the hands of the British, iv. 357.

## J

*Jackson*, Capt. bombards Calais, iii. 251. His daring conduct in a fire-vessel, 257.

**Jackson, General;** marches to the defence of New Orleans, v. 187. Fortifies his camp, 193. Is attacked by the British, 196, whom he defeats, 197.

**Jackson, Mr.** is recalled from the United States, iv. 418.

**Jamaica,** insurrection of the Maroons in, ii. 201—206. Plot of the Blacks against, frustrated, iv. 167. Depreciation of property in, v. 264.

**Jameson,** Capt. J. engages La Piedmontaise, iv. 73. Surrenders, 74.

**Janina,** Bashaw of, drives the French from Dalmatia, ii. 470.

**Janizaries,** raise an insurrection at Belgrade, iii. 114.

**Jansens, General,** commands in the island of Java, iv. 567. Defeated on the heights of Cornelis, 568. Surrenders, 572.

**Jarvis, Mr.** supports the naval inquiry, iii. 172.

**Jason,** Dutch frigate, taken into Greenock, ii. 44. Captures La Seine, 283. Lost, 284.

**Java;** conquest of, by the British, iv. 568—573. Amount of property taken, 576.

**Java,** frigate, sails for the East Indies, v. 62. State of her crew, ib. Falls in with the Constitution, ib. Desperate action, 63. Surrenders, and is set on fire by the Americans, 64. Treatment of the crew, 66.

**Jefferson, Mr.** his proclamation on the death of John Pearce, iv. 62.

**Jemappe,** battle of, between the French and Austrians, i. 166.

**Jena,** battle of, iv. 42.

**Jenkins, Capt.** taken in the Ambuscade, ii. 371.

**Jenkinson, Mr.** speech of, respecting the state of France, ii. 159.

**Jennies,** illegally seized by the French, iii. 189.

**Jervis, Sir John,** sails with a squadron for the West Indies, ii. 14. Attacks Martinique, 15. Cannonades Fort Louis, 19. 23. Captures St. Lucia, 25. Attacks Guadalupe, ib. His efforts for its recovery, 28. Returns to England, 31. Accused of injustice and extortion, 190. Acquitted, 191. Appointed to the chief command in the Mediterranean, 80. Sails for his station in the Lively, ib. Blockades the enemy's coast, 123. Letter to Colonel Graham, ib. to Consul Gregory, 124, to Thomas Jackson, Esq. 125, to Sir William Hamilton, 125. 147, to Commodore Nelson, 128. Detaches Rear-admiral Mann in pursuit of Richery, ib. His critical situation, 129. Ordered to evacuate Corsica, ib. Letter to Sir Morton Eden, 130, to Sir Gilbert Elliott, 131. 134. 136. 146. to the Dey of

Algiers, 132, to the King of the Two Sicilies, 135. Retreats to Gibraltar with the Smyrna fleet in tow, 138. Arrives at Lisbon, 141. Entrusts Nelson with the evacuation of Elba, ib. Instructions to Mr. Master, 143. Letter to Francis Drake, Esq. 148. Reception from the court of Portugal, 150. Reinforced by Rear-admiral Parker, ib. Defeats the Spanish fleet off Cape St. Vincent, 152. Created Earl St. Vincent, 155. Despatches to the Admiralty, 157. Letter to the Speaker of the House of Commons, 230, to the Lord-mayor of London, 231. See *St. Vincent*, Earl.

*Jervis*, Capt. defends the post of Irois; ii. 431.

*Johnstone*, Commodore, places Captain Sutton under arrest, i. 77, who obtains a verdict against him, 78.

*Jolliffe*, Lieut. H. his narrow escape from a French soldier in Egypt, iii. 69.

*Jones*, Captain, conveys the last division of the British from Holland after their retreat, i. 186.

*Jones*, Lieutenant T. recaptures the *Urania*, v. 9.

*Jones*, Gale, cause of his committal to Newgate, iv. 410.

*Joseph II.* emperor of Germany, his plans for the improvement of Ostend and Trieste, i. 22, 24. Invades Holland, ib. 25. Demands the free navigation of the Scheldt, 26. Failure of his projects, 29. Joins the Russians in a war with Turkey, 113. Replies to the note of the Turkish minister, 120. His death, 143.

*Josephine*, Empress, is divorced by Bonaparte, iv. 415.

*Jourdain*, General, defeated by the Archduke Charles, ii. 89. Compels him to retreat, 90. Defeated at Vittoria by Wellington, v. 78.

*Joyce*, Capt. conducts the Zephyr fire-ship, against the French squadron in Basque Roads, iv. 284. His dangerous situation, ib. Is promoted to the rank of post-captain, 287.

*Jumelle*, French general, taken prisoner, iv. 571.

*June*, battle of the first of, i. 274. Observations on, 278. 300. 306, 307.

*Junon*, French frigate, escapes from Guadaloupe, iv. 374. Attacked by the Superieure and Horatio, ib. Surrenders to the Latona, 376. Recaptured by four frigates, after a gallant defence, 391. Is burnt, ib.

*Junot*, General, retires to Lisbon, iv. 252. Defeated at Vimiera, 256. Evacuates Portugal by the convention of Cintra, ib..

*Jurien*, Captain, attempts to procure the exchange of Captain Brenton, iii. 229.

## K

*Kamenski*, General, attempts the relief of Dantzic, iv. 95. Is defeated, 96.

*Kangaroo*, gallantly engages La Loire, ii. 368.

*Keating*, Colonel, storms the batteries of St. Paul's in the isle of Bourbon, iv. 397. Co-operates in the reduction of the island, 459, 460.

*Keats*, Captain, (afterward Admiral Sir R. G.) attacks a Spanish three-decker, iii. 40. Captures the San Antonio, 41. Demands satisfaction of the Dey of Algiers, 408. Hoists the flag of Sir J. Duckworth, 520. Pursues the Rochefort squadron, 521, which he engages off St. Domingo, 524. Joins the Channel fleet, 530. Detached off Belleisle, iv. 28. Chases four French frigates, 31. Detached by Admiral Gambier to secure the passage of the Great Belt, iv. 102. Reaches Gottenburg, 219. Assists the Spaniards under Romana in regaining their liberty, 221. Generously restores the Danish prizes, 222. Commands the flotilla in the Scheldt, 313. Reduces the islands of Schonen and Duiveland, 319. His letter to Sir Richard Strachan, 320. To the Earl of Rosslyn, 322. Advances up the Scheldt, 323. Sails for Cadiz, 442, where he assumes the command of the squadron, 443. 527. Sends a Spanish squadron to Mahon and the Havannah, 445. Resigns the command at Cadiz, and proceeds to the Mediterranean, 530.

*Keenah*, Captain, storms the fort of Belgica, iv. 489.

*Keene*, Major-general, commands the troops who land in the Bayou Catalan, v. 192. Repulses the Americans, 193.

*Keir*, Sir W. G. chastises the pirates in the Persian Gulf, v. 265, 266.

*Keith*, Lord, pursues the French and Spanish fleets, ii. 379. 475. Summons Cadiz, 514. Assumes the command in the Mediterranean, iii. 10. Blockades Genoa, 13. Proceeds to Gibraltar, 25. Rejects the treaty of El Arisch, 55. His letter to General Kleber, ib. and to M. Poussielgue, 57. Collects the forces destined for Egypt, in the harbour of Valette, 59. Proceeds to Marmorice, ib. Sails thence to Egypt, 60. List of ships under his command, 61. Anchors in Aboukir-bay,

64. Arranges the embarkation of General Belliard's army,  
 85. Signs the capitulation with Menou, 87. His official  
 letters, 89—93. Commands in the North Seas, 206. 238.  
 His account of the attack on the French flotilla, 256. Com-  
 mands the Channel fleet, v. 217. Receives a protest from  
 Bonaparte, 218. Arranges his removal to the Northumber-  
 land, 219, 220.

*Kent*, Duke of, lands in Martinique, ii. 21.

*Kent Island*, seized by Rear-admiral Cockburn, v. 128.

*Kent*, Lieutenant, refuses to give evidence on oath, on a court-  
 martial, iii. 52.

*Keppel*, Lord, resigns his situation as first Lord of the Admiralty,  
 i. 5. His assertions respecting the naval power of Great  
 Britain, &c. ib. 38. Restored to office, 6.

*Kinburn*, attacked by the Turks, i. 121.

*King*, Captain E. captures the Waaksamheid and Furie, ii. 398.  
*La Dédaineuse*, 558. Attacks the French flotilla, iii. 261.

*Kingston*, Lieutenant, anecdote of, v. 334.

*Kittoe*, Captain, enters the town of Rota, and destroys the de-  
 fences, iv. 528.

*Kleber*, General, succeeds Bonaparte in the command of the  
 French in Egypt, ii. 501. Agrees to the treaty of El Arisch,  
 iii. 53. His address to the army on its rejection, 55. Is  
 assassinated, 58.

*Knowles*, Mr. his description of the dry rot, iii. 138.

*Kolli*, Baron de, attempts the liberation of Ferdinand VII. from  
 Valançay, iv. 422, 423. Is detected and imprisoned, 424.

*Kutusof*, Prince, engages the French at Amstettin and Maria-  
 zell, iii. 17. Defeats them at Borodino, v. 14.

## L

*Lacey*, General, defeats a body of French near Moguer, iv. 444.  
 Repulses another division at Reus, v. 32.

*Laforey*, Vice-admiral, takes the island of Tobago, ii. 2. Sends  
 a squadron against the Dutch settlements in South America,  
 214.

*Laforey*, Captain Sir F. recaptures the Castor, i. 362. Destroys  
 La Confiante and La Vessuve, ii. 282. Debarks the British  
 troops on the island of Ischia, iv. 348.

*La Grange*, General, burns Rousseau, 421. Relieves the gar-  
 rison of St. Domingo, 423.

*Lake*, General, his gallant conduct at Lincelles, i. 177. Defeats a division of Irish rebels, ii. 285.

*Lambert*, General, arrives with reinforcements at New Orleans, v. 194. Is defeated by the Americans, 197. Retreats, 198. Reduces the settlement of Mobile, 200.

*Lambert*, Capt. H. engages a French privateer, iii. 344. Captures the Psyche, 347. Proceeds against the Isle of France, iv. 467. Receives the crews of the Magicienne and Sirius on board his ship, 470. Surrenders to M. Hameln, 471. Sails in the Java for the East Indies, v. 62. His desperate action with the Constitution, ib. 63. Is mortally wounded, 63. Captured, 64. Buried at St. Salvador, 66. Monument to his memory, ib.

*Lane*, Captain, commands a body of seamen in the attack on St. Lucia, ii. 217.

*Langara*, Spanish Admiral, offers assistance to Lord Hood, for the defence of Toulon, i. 207. Blows up the powder-ships in the harbour, 222. Menaces the British fleet, 223.

*Langford*, Captain G. takes the Admiral Yawl, iv. 222.

*Larma-bay*, affair of Nelson and Cochrane in, ii. 224.

*Latona*, pursues, iv. 374, and disables the Junon, 376.

*Lauderdale*, Lord, enters into a negotiation for peace, iv. 38. His indignation at the perfidious conduct of Bonaparte, 39.

*Laurel*, frigate, loss of, v. 17.

*Laurel*, taken after a severe action, by the Canonnière, iv. 273.

*Laurence*, Lieutenant, gallantly tows off La Turkiviette, iv. 73.

*Laurie*, Sir R. engages the Ville de Milan, iii. 508. Captured, 508.

*Lavie*, Captain, captures La Guerrière, iv. 31.

*Lawford*, Captain, takes a Swedish frigate and convoy, ii. 389.

*Lawrence's* observations on the formation of coral reefs, i. 110.

*Lawrence*, Captain, captures the Peacock, v. 111. Removed to the Chesapeake, 112. Receives a challenge from Captain Broke, 113. Puts to sea, 114, and engages the Shannon, 115—117. Is mortally wounded, 118. Dies, and is buried at Halifax, ib. His body is taken up and removed to Boston, ib.

*Laybach*, conference at, resolve to crush the spirit of continental liberty, v. 262.

*Leander*, captured by the Genereux, ii. 318.

*Leander*, captures the Ville de Milan and Cleopatra, iii. 510. Unfortunate affair of, iv. 61—63.

*Le Clerc*, General, sails with an army for St. Domingo, ii. 451.  
*Leda*, loss of the, i. 395.  
*Lee*, Captain R. engages a squadron of frigates, iv. 32, 33.  
*Leeward* and *Windward Islands*, why so called, i. 10, note.  
*Lefébre*, Major, death of, iv. 440.  
*Lefébre*, Marshal, besieges Dantzic, iv. 94, which he reduces, 98. Is created Duke of Dantzic, ib.  
*Legge*, Rear-Admiral, assumes the command at Cadiz, iv. 530.  
*Leghorn*, evacuated by the British merchants, ii. 126.  
*Le Hunte*, Lieut. storms the batteries at Pietro Nera, v. 27.  
*Leighton*, Lieut.-colonel, defeats the French and Caribs, ii. 211. Lays waste the Carib country, 212.  
*Leipsic*, battle of, v. 77.  
*Levoille*, Mons. captures the Leander, ii. 319. His letter on that occasion, 322.  
*Leith*, Sir James, reduces the island of Guadalupe, v. 226, 227. 293—295.  
*Lennock*, Capt. G. G. defeats a flotilla off the Scheldt, v. 6.  
*Lennon*, Captain, his heroic defence of the Hibernia, v. 179.  
*Lennox*, Captain, saves five Indiamen from capture, iii. 329.  
*Leopard*, abandons the mutineers at the Nore, i. 435. Attacks the Chesapeake, iv. 161.  
*Leopold*, Emperor of Germany, enters Poland, and lays it waste, i. 162. His death, ib.  
*L'Escure*, Madame de, her description of the passage of the Loire, i. 497. Intercedes for the republican prisoners, 498. Her sufferings, 500, 501. Marries the Marquis de la Roche Jaquelein, 504.  
*L'Escure*, Mons. de, commands the grand Vendean army, i. 485. Captures Saumur on the Loire, 488. Is wounded, 489. Opposes the passage of the Loire, 497. His death, 499.  
*Le Siegle*, Rear-admiral, sails with the Rochefort squadron, iii. 520. Pursued by Sir J. Duckworth, 521. Defeated off St. Domingo, 524.  
*Low*, Lieut. anecdote of, v. 384.  
*Lind*, Captain, in the Centurion, attacked by Admiral Linois, iii. 345.  
*Line of bearing*, explanation of the term, ii. 67.  
*Liniers*, Colonel, attacks and defeats the British in Buenos Ayres, iv. 86. Aspires to the head of the government, 400.  
*Linois*, Rear-admiral, attacked by the British in Algeziras-bay, iii. 32—35. Declines an exchange of prisoners, 36.

Joined by a Spanish squadron, 37. Puts to sea, 38. Defeated off Cape Trafalgar, 40—42. Sails for India, 205; for St. Domingo, 268. Loses the Dessaix, 271. Arrives at Pondicherry, 334. Opposed by Admiral Rainier, ib. Attacks Bencoolen, 337. Retreats from a fleet of Indiamen, 338. His unsuccessful attack on the Centurion, 345. Arrives at the Isle of France, 349. Captures the Brunswick, 352. Encounters Sir Thomas Trowbridge, ib. Loses the Atalante, 353. Returns from India, iv. 23. Meets with Rear-admiral Warren, ib. Captured, 24. Review of his conduct, ib. Retains the government of Guadaloupe under Louis XVIII. v. 226. Declares in favour of Bonaparte, ib. Defeated by the British, and sent to France, 227. 295, 296.

*Linzee*, Commodore, attacks Fornelle in Corsica, i. 214. Lands the troops under General Dundas, ii. 53.

*Linzie*, Captain S. Hood, captures La Dedaigneuse, ii. 558.

*Lion*, captures the Santa Dorothea, ii. 331.

*Little*, Lieut. John, attempts to save some of the crew of the Athenienné, iv. 55.

*Little*, Lieut. attacks Point du Ché, iv. 427.

*Little Belt*, attacked by the President, iv. 555—557.

*Livingstone*, Sir Thomas, captures La Vigilantia, iv. 47.

*Lively*, captures the Touterelle, i. 367. Loss of, iv. 498.

*Lloyd*, Colonel, joins the British before Cairo with a detachment from India, iii. 78.

*Lockyer*, Lieutenant, gallant action of, iii. 411.

*Lockyer*, Captain N. captures the American flotilla in the Lac Borgne, v. 189, 190.

*Log*, of the Queen Charlotte, i. 250; of the Royal George, 278; of the Orion, 282.

*Loire*, La, attacked by the Mermaid and Kangaroo, ii. 368. Taken by the Anson, 369. Captures La Pallas, 386.

*Loire* and Seine, French frigates, destruction of, iv. 393.

*London*, Common-council of, offers bounties to seamen, i. 168. Subscribes for the relief of the sufferers on the 1st of June, 306.

*London*, fatal occurrence on board of the, i. 418. Captures the Marengo, iv. 23.

*Long*, Colonel, settles the terms of the capitulation of Flushing, iv. 319.

*Loo Choo Islands*, visited and described by Captains Maxwell and Hall, v. 299.

*L'Orient*, observations on the port of, i. 378.

*Loring*, Captain, searches an American ship of war for British seamen, ii. 183. Captures the *Duquesne*, iii. 281. Receives proposals of capitulation from General Rochambeau, 291. Takes possession of the French ships at Cape François, 293. Attacks two frigates under the batteries of La Hogue, iv. 429.

*Losack*, Captain W. attacks a French squadron off Madagascar, iv. 559. Demands a court-martial, in consequence of Captain Schomberg's letter to the Admiralty, 561, which is refused, ib.

*Louis XVI*. King of France, in the power of the National Convention, i. 147. His death, 168.

*Louis XVIII*. proclaimed at Bordeaux, v. 143. Accepts the offer of the throne, 144. Makes his public entry into London, 146. Embarks at Dover, 147. Lands at Calais, 148. Conspiracy against his government, 207. Leaves Paris, and flies to Ghent, 210.

*Louis*, Sir Thomas, blockades Barcelona, iii. 22. Commands off Boulogne, 249. Blockades Cadiz, 439. Is ordered to Gibraltar, 441. Proceeds with a convoy to Malta, 445. Joins Admiral Collingwood after the battle of Trafalgar, 493. Engages in the pursuit and defeat of the Rochefort squadron, 521. Brings home the prizes, 529. Captures *Le President*, iv. 32. Pursues Admiral Willaumez, 58. Detached against Constantinople, 135. Retreats, 136. Accompanies Sir J. Duckworth, 137. Commands the squadron in the bay of Aboukir, 154. Dies, ib.

*Lowe*, Lieutenant-colonel, (afterward Sir Hudson) guards the town of Santa Maura, iv. 437. His daring conduct in the attack of the fortress, 438.

*Lucas*, Rear-admiral, taken with his squadron in Saldanha-bay, i. 354. His letter to Vice-admiral Elphinstone, 357.

*Lucas*, Captain, engages the Victory in the battle of Trafalgar, iii. 453. Mortally wounded, 455.

*Lucas*, Lieut. M. R. destroys a Danish cutter, iv. 223.

*Lukin*, Capt. W. captures a French frigate, iv. 32, 33.

*Lumley*, Brigadier-general, defeats the enemy at Monte Video, iv. 191. Success of his division at Buenos Ayres, 199.

*Lumley*, Lieutenant, captures and destroys a convoy, v. 87.

*Lunenberg*, defeat of the French at, v. 76.

*Lusin Picolo*, island of, reduced by the British and Croatians, iv. 342.

*Lydiard*, Captain, attacks Spanish gun-boats, iv. 65.

*Lynx*, La, taken by the boats of the Galatea, iv. 175, 176.

*Lyons* taken by the Republicans, i. 214.

*Lyons*, Capt. E. anecdote of, v. 229, 230.

## M \*

*M'Adam*, Lieutenant, storms the tower of Infreschi, iv. 528.

*M'Bride*, Rear-admiral, assists in the defence of Newport in Flanders, i. 182. Sails to the coast of Normandy, 243.

*M'Cormick*, Father, anecdote of, ii. 473.

*Macdonald*, Marshal, defeated by Blucher, v. 77.

*M'Donald*, Captain, captures the Weser frigate, v. 83.

*Macedonian*, frigate, captured by the United States, v. 59—61.

*M'Farlane*, Major-general, reduces the islands of Ischia and Procida, iv. 248.

*Mack*, General, commands the Neapolitans, ii. 341. Is defeated, 342. 473. Commands the Austrians, iv. 12. Is surrounded and shut up in Ulm, 14. Surrenders, 16.

*Mackenzie*, Captain, captures the Wasp and Undaunted, ii. 402. Destroys French batteries, 403. Takes two privateers, iv. 84. 85.

*M'Kinlay*, Captain G. reduces Vigo, iv. 335. Assists in the defeat of Marshal Ney at San Poyo, 337.

*M'Laine*, Captain, defends the fort of Matagorda, iv. 439.

*M'Lachlan*, Captain, attacks the enemy at Point du Ché, iv. 427.

*M'Leod*, Colonel, attacks the heights of Cornelis, iv. 568. His victory and death, 569.

*M'Leod*, Mr. J. surgeon of the Alceste, describes the Chinese wall, v. 301, the Bocca Tigre, 304. His observations on the discovery of fresh water off the mouths of great rivers, 310, 311.

*M'Namara*, Captain, captures a French corvette, ii. 126.

*Mac Namara*, Captain, destroys a French frigate, iv. 513.

*Madeira*, taken possession of by the British, ii. 522. iv. 128.

*Madison*, Mr. President of the United States, rashly urges a war with England, iv. 554. 558. v. 42.

*Madura*, island of, captured by the British, iv. 573—575.

*Magicienne*, defends the port of Irois, ii. 432. Attacks a squadron in the Isle of France, iv. 467. Gets aground, 468. Is burnt by her captain, 470.

*Magnanime*, captures La Colombe, ii. 285.

*Magnificent*, quells the revolt in Dominica, ii. 456.

*Maida*, battle of, iv. 51.  
*Mainwaring*, Lieutenant R. captures the brig of war *St. Joseph*, v. 32.  
*Maitland*, General, attacks the Morbihan, ii. 512. Takes the islands of Saintes, iv. 384.  
*Maitland*, Captain Frederick Lewis, is taken in a cutter, iii. 4. His noble conduct, ib. Captures the *Venteux*, 208, and *La Blonde*, 310. Storms the fort of Muros, 389. Takes *La Libre*, 390. Attacks the harbour of Vivero, iv. 232. Prevents the escape of Bonaparte to America, v. 214. Receives him on board the *Bellerophon*, ib. Arrives in Plymouth Sound, 215.  
*Makarras*, Major, killed in Egypt, iii. 84.  
*Malacca*, surrenders to the British, ii. 168. Importance of, to the Indian trade, iv. 565.  
*Malays*, treachery of, iv. 184.  
*Malcolm*, Captain P. (afterward Rear-admiral), attacks the bay of Manilla, ii. 167. Visits the Karnicobar islands, 173, 174. Goes to Gibraltar to refit previous to the battle of Trafalgar, 444. Joins the fleet the day after, 488. Captures the *Rayo*, 489. His heroic exertions, 491. Joins in the pursuit and defeat of the Rochefort squadron, 521—530. Attacks two frigates under the batteries of La Hogue, iv. 429. Destroys the works of Plenion, v. 24. Lands the army at New Orleans, 192. Relieves Sir J. Cockburn in the command at St. Helena, 222.  
*Maldoneda*, taken by the British, iv. 190.  
*Malmsbury*, Lord, offers peace to the French, i. 384. ii. 92. Ordered to quit Paris, i. 384.  
*Malta*, surrenders to Bonaparte, ii. 295. Inhabitants revolt, 337. Blockaded by the British, 347. Surrenders, 474. iii. 24. Sends a deputation to England, 203. Is the ostensible cause of the renewal of the war, 204.  
*Manado*, island of, reduced by Captain Tucker, iv. 488.  
*Manby*, Captain, captures *La Curieuse*, ii. 445.  
*Mandat*, Chevalier, arrives in St. Domingo, i. 322. Seizes the national colours, 323. His influence with the Mulattoes, 324. Put to death with horrid cruelty, 326.  
*Manilla*, bay of, attacked by the *Fox* and *Sybille*, ii. 167.  
*Manly*, Captain, captures *La Légère*, i. 393.  
*Mann*, Rear-admiral, detached in pursuit of Richery, ii. 128. Returns to England, 129.

*Mansfield*, Captain, captures *La Franchise*, iii. 207.  
*Mantua*, reduced by Bonaparte, ii. 90. Surrenders to Suvaroff, 477.  
*Maples*, Captain J. F. captures the American sloop *Argus*, v. 82.  
*Mapleton*, Lieutenant, storms the fort of Roquette, iv. 128.  
*Marcou* islands, fortified by the British, ii. 280. Attacked by the French, 281.  
*Marengo* and *Belle Poule*, captured, iii. 23.  
*Marengo*, battle of, iii. 16.  
*Mareotis*, lake of, rendered navigable, iii. 75.  
*Maria*, gallant defence of the, iv. 272.  
*Maria Louisa*, is married to the Emperor Napoleon, iv. 415.  
*Marie Antoinette*, Queen of France, death of, i. 179.  
*Marie Galante*, island of, taken by Captain Selby, iv. 263.  
*Marigny*, General, his tragical death, i. 503.  
*Marine Artillery*, origin of, i. 56. iii. 248.  
*Marine Society*, account of its institution, iii. 158.  
*Marine of France*, iv. 2—7.  
*Marines*, established by Queen Anne, i. 52. Amount of pay and subsistence, 53. Their character, 55. Letters of Earl St. Vincent respecting, 57. Quell the mutiny on board the *Venerable*, 421. Indulgences granted to, ii. 45.  
*Markham*, Captain J. captures French frigates, ii. 488. Introduces a bill into parliament for a board of naval inquiry, iii. 172.  
*Markland*, Captain J. D. attacks the port of Duin, iv. 358. Destroys armed feluccas, 455, and a battery at Trieste, v. 103. Besieges the castle of Izonzo, ib.  
*Marlborough*, death of the captain of the, i. 458. Lost, ii. 517.  
*Marmorice*, arrival of the Egyptian expedition in the harbour of, iii. 59.  
*Maroons*, account of, ii. 201. Raise an insurrection in Jamaica, 202. Defeat Colonels Sandford and Fitch, 205. Subdued by General Walpole, 206. Sent to Halifax, ib. Afterwards to Sierra Leone, 207.  
*Marques*, Lieutenant-colonel M. reduces the settlement of Cayenne, in conjunction with Captain Yeo, iv. 382.  
*Marquis of Granby*, recapture of the, ii. 384.  
*Marryat*, Captain F. invents a set of telegraphic signals, iii. 166.  
*Mars* captures the *Hercule*, ii. 279, and *La Rhin*, iv. 31.  
*Marseilles*, declares in favour of the Bourbons, v. 152. Reception of Captain Usher at, 153.

*Marshall*, Captain J. W. takes three armed luggers, iv. 226.  
*Marshall*, Lieutenant J. boards the San Josef, letter of marque, iv. 71.  
*Martin*, Captain G. (afterward Rear-admiral), takes two Spanish frigates, ii. 229. Commands the blockade of Malta, iii. 21. 24. His evidence on Sir. R. Calder's trial, 379. Reduces the islands of Ischia and Procida, iv. 347, 348. Pursues a French squadron, 351, which he drives on shore, 352. Proceeds against Zante and Cephalonia, 355. Commands a squadron on the coast of Naples, 433.  
*Martin*, Captain T. B. (afterward Rear-admiral) captures La Tamise, i. 398, the Immortalité, ii. 367. Destroys French batteries, 385, and convoy, 387. Pursues the Russian fleet, iv. 226. Enters the gulf of Narva, and destroys Russian flotilla, 297. Is stationed off Riga, v. 5.  
*Martinez*, Don Joseph, plunders the Iphigenia at Nootka Sound, i. 146.  
*Martinique*, attacked by the British, ii. 3. 15. Conduct of French emigrants in, 3. Surrenders, 24. Blockaded by Sir A. Cochrane, iv. 267. Again reduced, 362—370. Cruelty of the French soldiers to their wounded prisoners, 372. Garrison of, sent to Europe, 377. Their reception in Quiberon-bay, 380. Honours conferred on the enemy for the taking of, 498.  
*Mason*, Captain F. takes ten Danish brigs, iv. 222.  
*Massena*, General, defeats the Archduke Charles, iv. 15, 16. Drives him out of Italy, 18. Commands the French armies in Spain, 522. Retreats before Lord Wellington, 523.  
*Masters*, Lieutenant, boards two Danish vessels in Tromptsen Sound, v. 12.  
*Matagorda*, gallant defence of the fort of, iv. 439. Heroism of the wife of a British artillery-man during the attack, iv. 440.  
*Mather*, Lieutenant, cuts out the Bull Dog from Ancona, which is retaken, iii. 51. Captures Le Tigre, ib.  
*Maude*, Captain, captures La Topaze, iv. 373.  
*Maunsell*, Captain, destroys the gun-boats at Samarañg, iv. 571. Anecdote of, v. 332.  
*Maurice*, Captain J. W. defeats the Danes in their attempt to retake the island of Anholt, iv. 502.  
*Maxwell*, Captain, (Sir Murray) attacks a large convoy off Rota, iv. 240. Destroys Martello towers, &c. 350. Cuts out five vessels from the port of Agaye, 452. Attacks two French frigates, v. 30. Carries out Lord Amherst on an embassy to

**China**, 297. Lands at the mouth of the Pei-ho river, ib. Surveys the islands on the coast of Corea, 298. Visits the Loo Choo islands, 299. Explores the gulf of Lea-tong, 301. View of the Chinese wall, ib. Is refused permission to ascend the river of Canton, 302. Determines to proceed, 303, 304. Engages and silences the batteries at Chumpee, 305, 306. Arrives at Whampoa, 308. Receives the Ambassador on board, ib. Sails from Macao, 309. Is wrecked in the straits of Gaspar, ib. His fortitude on that trying occasion, 310—312. Burning of the Alceste by the Malays, 313. Attacked by the pirates, 314. Receives assistance from Batavia, and leaves the island, 316.

**Maxwell**, Major, attacks the settlement of Senegal, iv. 294.

**Meade**, Brigadier-general, wounded in the attack on Rosetta, iv. 153.

**Medée**, La, captured by two East Indiamen, ii. 176.

**Mediator**, fire-ship, breaks the boom which defended the French squadron in Basque Roads, iv. 283.

**Mediterranean**, infested with pirates, ii. 74. Passes, 145. Arduous war on the coast of, iv. 43—45.

**Medusa**, gallant action of the boats of, v. 23.

**Meers**, Lieutenant, establishes a factory at Nootka Sound, i. 145.

**Melampus**, attacks a French convoy, i. 368. Captures the Belliqueux and La Volage, ii. 277. La Resolute, 366, the Colibri, iv. 268, the Calibri, 359, La Birnais, 394.

**Melas**, General, defeated at Marengo, iii. 17.

**Melville**, Lord, incites government to defend the West India islands, i. 319. Resigns his office as first Lord of the Admiralty, and is impeached, iii. 180. His remarks on the retention of Malta, 203. Resumes his office, 252. His speech on the American war, v. 71.

**Mends**, Captain R. destroys the batteries at Lequito, iv. 336.

**Menou**, General, succeed, Kleber in the command of the French in Egypt, iii. 63. Defeated by Abercrombie, 72. His communication with Grand Cairo cut off, 76. His mortification on its surrender, 81. Is obliged to capitulate, 87.

**Meriton**, Captain, anecdote of, iii. 340. Engages the Bellone, iv. 461. Is wounded and captured, 462.

**Mermaid**, success of, in the West Indies, ii. 220. Attacks La Loire, 368.

**Michaelson**, General, attacks the Turks in Moldavia, iv. 135.

**Midshipmen**, regulations respecting, v. 355.

*Milan*, surrenders to Bonaparte, iii. 16.

*Milbrook*, schooner, attacks La Bellone, ii. 520.

*Mildmay*, Lieutenant, captures several vessels employed in the slave-trade, ii. 6.

*Miller*, Captain R. W. intercepts French convoy, ii. 496. His death, 501.

*Miller*, Captain, attacks the port of Les Hayes, and destroys a French corvette, iv. 389. Distinguishes himself in the attack on two frigates at Basseterre, 393.

*Milne*, Lieutenant, (afterward Rear-admiral) takes possession of the Pique after her surrender to the Blanche, ii. 200. Captures La Seine, 283. Loses the Pique, 284. Captures La Vengeance, 445. Commands the Impregnable in the attack on Algiers, v. 238.

*Milne*, Lieutenant W. takes the island of Rattones, iv. 195.

*Mindanao*, natives of, attack a party of British seamen, ii. 174. The sultan of, returns the prisoners, ib.

*Minerve*, captured by the Dido and Lowestoffe, ii. 71. Engages two Spanish frigates, 225. Escapes from their fleet, 226. Captures a French privateer, 227. Is present in the battle off Cape St. Vincent, 228. Destroys La Bravoure, iii. 50. Gets aground in Cherbourg-harbour, 209. Surrenders, 212. Sufferings of her crew, ib. 221—226. Anecdote of a wounded sailor on board the, 212.

*Minorca*, captured by the British, ii. 341.

*Minotaur*, captures La Franchise, iii. 207. Wrecked upon the Haak sands, iv. 499.

*Minto*, Lord, Governor-general of India, prepares an expedition for the conquest of Java, iv. 564. Arrives at Malacca, 565. Burns the Dutch instruments of torture, ib. Takes up his residence at Batavia, after its surrender, 570. Extract from his dispatches on the reduction of the island, 572. Returns to Calcutta, 576. Receives the thanks of parliament, v. 41.

*Miquelon* and St. Pierre, restored to France, i. 6.

*Miranda*, General, history of, iv. 87. Sails for South America, ib. Defeated off Ocumara, 88. Is relieved by Sir A. Cochrane, 89. Takes the city of Coro, 90. Retires to Trinidad, where his followers disperse, ib. His character, ib.

*Missiessy*, Admiral, sails with the Rochefort squadron, iii. 409. Reaches Martinique, 420. Burns Rousseau, 421. Lands supplies at Guadalupe, 422. Levies contributions on Nevis,

St. Kitt's, and Montserrat, ib. Relieves the garrison of St. Domingo, 423. Returns to Europe, ib.

*Mississippi*, difficulties attending the navigation of, v. 188. 191.

*Mitchel*, Lieut. Thomas, surprises a fort near Dunbar, iii. 237.

*Mitchell*, Vice-admiral, escorts the expedition to Holland, ii. 405. Captures the Dutch fleet, 407. Address to the crews, 414. Receives the thanks of parliament, 415.

*Mitckell*, Capt. C. takes two French privateers, iii. 327.

*Mobile*, settlement of, taken by the British, v. 200.

*Meira*, Earl of, defeats the French at Alost, and joins the Duke of York, i. 181. His speech on the peace with France, iii. 110.

*Molley*, Capt. A. J. Pye, trial of, i. 369, 370.

*Mondyon*, Chevalier, his heroic conduct at Chantenay, i. 493.

*Monet*, French General, surrenders Flushing, iv. 319. Is declared guilty of cowardice and treason, 326.

*Money*, Capt. storms a fort on the Mississippi, v. 194, 195.

*Mongal*, castle of, destroyed by Lord Cochrane, iv. 259.

*Montague*, Rear-admiral, detached by Lord Howe to intercept the French convoy, i. 246. Retakes the Newfoundland convoy, 296. Returns to Plymouth Sound, ib. Sails in pursuit of the remains of the French fleet, 297. Chases a squadron into Brest, ib. Meets Admiral Villaret, by whom he is pursued, ib. Strikes his flag, 299. Has the command given him at Portsmouth, ib.

*Montague*, Capt. W. A. storms the fort of Boelo Combo, iv. 487.

*Monte Video*, taken by the British, iv. 190—195. Evacuated, 202.

*Moore*, Sir John, his gallant conduct in the reduction of Corsica, ii. 56. 62; and of St. Lucia, 216. Commands the reserve in the expedition to Egypt, iii. 65. Sails with an army to Gottenburg, iv. 219. Returns, and is employed in Spain, 262. Joins Sir David Baird, ib. Retreats, ib. 331. Is attacked by the French at Corunna, 333. Mortally wounded, ib.

*Moore*, Captain Graham, takes the Belliqueux, La Volage, ii. 277, and La Resolute, 306. Detached to seize Spanish treasures, iii. 317. His success, 318—322. Accompanies the royal family of Portugal to South America, iv. 124.

*Moore*, Captain W. escapes from the Spanish fleet, iii. 2. Captures a merchant-man, 3.

*Moore*, Lieutenant, his gallant conduct in the attack on Groa, iv. 455.

*Moors*, architecture of, iv. 197.

*Morand*, General, defeated by the Danes, v. '76. Killed at Lunenberg, ib.

*Moresu*, General, defeats the Austrians under Wurmser, ii. 90. Retreats from Tuscany, 494. Gains the battle of Hohen-linden, iii. 58. Joins the allies against Bonaparte, v. 77. Is mortally wounded, ib.

*Morgion*, post of, taken by Captain Mowbray, v. 90.

*Morda*, Don Thomas de, appointed Governor of Cadiz, iv. 246. His letter to Lord Keith, ii. 515. Reduces Admiral Rossitly, iv. 251.

*Morris*, Captain J. W. appointed to the Diamond Rock, iii. 414. which he is obliged to surrender, 430.

*Morris*, Captain James N. takes the San Josef, iii. 6. Distinguishes himself in the siege of Genoa, 14.

*Mortier*, General, obtains possession of Hanover, iii. 205. Plunders Hamburg, iv. 94. Defeated by the Swedes, ib.

*Mosse*, Captain, leads the British fleet through the Cattegat, ii. 537. Is killed in the battle of Copenhagen, 546.

*Mounsey*, Capt. W. gallantly engages and captures La Furieuse, iv. 359—361. Reduces the island of Ponza, v. 88. His exploit at Marinello, 108.

*Mowbray*, Captain, joins in the attack on Santa Maura, iv. 439. Takes the post of Morgion, v. 90.

*Mudge*, Captain Z. watches the harbour of Cape François, iv. 412. Captured by a French squadron, 514. Remarks on his conduct, 515.

*Mulcaster*, Lieutenant W. H. his gallant enterprise in Finisterre-bay, iv. 29.

*Mulgrave*, Lord, takes the command of the land-forces at Toulon, i. 210. Attacks the heights of Pharon, and routs the republicans, 213. Defends the peace, iii. 110. 124. His vigilance in providing for the army in Spain, iv. 331. Removes to the head of the ordnance, 410.

*Mullah*, Lieutenant, gallant action of, iii. 411.

*Muller*, Russian Rear-admiral, defeats the Prussians on the river Aa, v. 13. Takes possession of Mittau, 14.

*Mundy*, Captain G. destroys three polacres in the harbour of Bega, iv. 159.

*Murat*, Joachim, defeats the Archduke Ferdinand, iv. 15. Gains the bridge of Lintz, 17. Enters Spain, 213. Created King of Naples, 421. Prepares for the invasion of Sicily, ib. 433. His rage on the capture of his yacht, 436. Escapes from Russia, v. 74. Joins the Austrians, 138. Takes up arms in

favour of Bonaparte, 222. Is defeated, and flies to Corsica, 223. Lands in Calabria, ib. Is taken and shot, 224.

*Murillo*, Pablo, reduces Vigo, iv. 335. Defeats Marshal Ney, at the bridge of San Peyo, 338.

*Murray*, Lord George, invents the land-telegraph, iii. 163, 164.

*Murray*, Captain George (afterward Rear-admiral), leads the line of battle in the attack on Copenhagen, ii. 540. Arrives in the Rio de la Plata, iv. 196. His operations during the attack on Buenos Ayres, 200. Repairs to head-quarters, 201. Signs the articles of capitulation, ib.

*Murray*, Lieut.-Colonel, signs the capitulation of Copenhagen, iv. 113, 116.

*Mustapha*, Bashaw, defeated and taken prisoner by Bonaparte, ii. 464.

*Mutine*, La, cut out of Santa Cruz bay, ii. 229.

*Mutineers*, executed, i. 286, 287. ii. 243. 286. 437. 560. Pardon, ii. 118.

*Mutiny*, origin of, in the British fleet, i. 411. At Spithead, 414. At St. Helen's, 417. ii. 94. At the Nore, i. 423. Measures adopted for its suppression, 433. Official papers relative to, 445. In the fleet off Cadiz, ii. 242.

*Myrtillo* tower, described, ii. 53. Surrenders to the British, 54. Imitated in England, ib. Erected on the shores of the Mediterranean, iv. 43.

*Nagle*, Sir Edmund, captures *La Revolutionnaire*, i. 363, and the *Jean Bart*, 368.

*Naiad*, captures *La Decade*, ii. 285. Defeats the Boulogne flotilla, iv. 508, 509.

*Nelson*, Mr. botanist of the *Bounty*, dies on the island of Timor, i. 88.

*Nancy*, merchantman, illegally condemned by the French, iii. 189.

*Nantes*, attacked by the Vendees, i. 488.

*Napier*, Colonel, attacks Okrakoke, v. 127.

*Napier*, Captain, in the Recruit brig, fires into a French ship of the line, iv. 385. Captures a large convoy, 537. Storms the heights of Palineure, 543. Takes the island of Ponza, v. 88. Attacks a convoy at Cavalacci, 89.

*Napier*, Lieutenant, gallant conduct of, ii. 447.

*Naples*, court of, sends assistance to Lord Hood, at Toulon, i. 211. View of the affairs of, ii. 470. Character of the Neapolitans, 484. Revolutions in, v. 222, 223. 261. 267.

*Nassau*, Prince of, commands the Russian fleet in the Black Sea,

i. 116. Defeats the Turkish fleet, in the battle of Kinburn, 122. Is recalled, and appointed to the command of the galley-fleet in the Baltic, 129. Assists in the defeat of the Swedes in Wybourg-bay, 134. Is totally defeated at Swenkesunde, 137. Is disgraced, and retires on a pension, 139.

*Nassau*, wrecked, ii. 415.

*Nassau*, decision of the Vice-admiralty Court of, respecting neutral property reversed, iii. 182.

*National Convention*, proceedings of, i. 176. Decree the ruin of Toulon, 236. Forbid quarter to be given to the English, 240. 471. Decrees relative to St. Domingo, 321—328.

*National Institute*, offer rewards for the discovery of a substitute for sugar, iv. 7.

*Naturalization*, certificates of, purchased in America by British seamen, iv. 61.

*Nauckhoff*, Swedish Admiral, joins the British, iv. 226. Pursues the Russians, ib.

*Naval Inquiry*, iii. 170—181.

*Naval Knights*, (Poor) institution of, ii. 47.

*Naval Stations*, limits of, v. 348—350.

*Naval Stores*, amount of, on the renewal of the war, iii. 207.

*Naval Militia of France*, iv. 4.

*Navy*, British, state of, at the close of the American war, i. 38. Description of ships employed in, ib. 39—46. Improved by copying from our enemies, 40, 41. Annual consumption of oak-timber for construction and repairs of, 61—63. Aversion of seamen to the service of, 47—50. Discontent in, on the promotion of flag-officers, 67. Assertions of Mr. Pitt respecting its improvement, 76. Flourishing state, 118. iii. 152. Benefits resulting to, from the Spanish armament, i. 149. Debates in parliament on the state of, 383. Discussion on the subjection of soldiers to the discipline of, 386. Account of the mutiny in, 410—444. Various indulgences granted to, ii. 45. Statement of, 92. v. 363, 364. Precautions for the supply of, ii. 105. v. 361. Peace of Amiens beneficial to, ii. 561. Supplies voted for its service, 565. Captures and losses, 566. Improvement in civil and executive departments, iii. 132—162. Remarks on the rewards bestowed on the army, and withheld from the navy, iv. 496. Despondency on the supposed decline of, v. 113.

*Neale*, Sir Harry, captures La Resistance and La Constance, i. 408. Escapes with the St. Fiorenzo, from the mutineers at the

**Nore**, 426. Captures the Marengo, iv. 23. Conducts the blockade of the French ports, 426. Stops the trade of the coast, 427. Consents to a suspension of hostilities, v. 146.  
**Neapolitan** squadron, defeated by the Spartan, iv. 433—436.  
**Neesham**, Captain C. W. watches St. Pierre, and takes possession of Ance du Serron, iv. 364.  
**Nelson**, Lord, his spirited conduct in the West Indies, i. 312. Commands the seamen at the siege of Bastia, ii. 58. Is wounded, ib. His services in the reduction of Calvi, 62. Success of his squadron on the coast of Genoa, 74. 126. Blockades Leghorn, 123. Reduces the island of Elba, 127. Intrusted with its evacuation, 141. 227. Joins Sir John Jervis, 151. 228. Heroic conduct in the battle off Cape St. Vincent, 158. Remarkable courage and coolness in Larma-bay, 224. Engages two Spanish frigates, 225. Narrowly escapes from their fleet, 226. Takes a French privateer, 227. Chased by two Spanish ships of the line, 228. Appointed Rear-admiral, and receives the order of the Bath, 231. Attacks the Spanish gun-boats, 232. Commands the expedition against Teneriffe, 234. Attacks it, 236. Is wounded and beaten off, 237. Returns to England, 240. Official letter to Lord St. Vincent, ib. Proceeds to Toulon, 293. Pursues the French fleet, 301—304. Gains a glorious victory off the mouth of the Nile, 305. Dispatches, 324. Honours paid to him, 332. 363. Letter to the governor of Bombay, 338. Arrives at Naples, 340. Letter to Earl St. Vincent, 347, to the Lord Mayor of London, 364. Maxim of, 399. His opinion of the Neapolitans and General Mack, 472, 473. Seizes upon Leghorn, ib. Conducts the King of Naples to Sicily, 474. Annuls the treaty with the castles Uovo and Nuevo, 478. 480. Orders the trial of Prince Carraciolli, 483. Eulogizes the conduct of Trowbridge, 492. His dissatisfaction, and return to England, iii. 10. Sails with a fleet to the Baltic, 536. Prepares to attack Copenhagen, 538. Recalled by Sir Hyde Parker, but refuses to obey, 540. Letter to the Crown Prince during the action, 542. Goes on shore, and negotiates a truce, 543. Dispatch to Sir Hyde Parker, 544. Joins the St. George in an open boat, 549. Assumes the chief command, 551. Letter to the Swedish Admiral, 552. Resigns the command, ib. Sails with a squadron against Boulogne, 556. Makes a desperate and unsuccessful attack on the flotilla, 557. Seconds the motion for a vote of thanks to Sir J. Saumarez, iii. 44. His speech on the treaties

with France, 110, and Russia, 125. Supports the bill for a naval inquiry, 173. Appointed to the command in the Mediterranean, 393. Wants supplies, 398. His indignation at the falsehood of La Touche Treville, 400. Intrepid passage of Agincourt Sound, 402. Sails for Egypt in quest of Villeneuve, 403. Resumes his station, 405. Demands satisfaction of the Dey of Algiers, 408. Again pursues Villeneuve, 409, 428. Arrives at Barbadoes, 429. Embarks Sir W. Myers and troops, ib. Ascertains the safety of the Windward Islands, 430. Learns that Villeneuve has sailed for Europe, 432. Lands the troops, and continues the pursuit, ib. Length of the chase, 433. Anchors in Gibraltar-bay, ib. His letters to Collingwood, 406, 433, 434, 438, 440. Joins Admiral Cornwallis, 435. Arrives in England, ib. Again assumes the command, 437. Joins the fleet off Cadiz, 439. Detaches Rear-admiral Louis, 442. His general order previous to the battle of Trafalgar, ib. Last interview with Collingwood, 446. His appearance on deck in the morning of the battle, 447. His remarkable prayer, 448. Preparatory arrangements, 449. The immortal signal, 450. Leads his line into action, 452. Rejects the advantage of small-arms in the tops, 455. Is mortally wounded, 456. His orders, 457. Last moments, and death, 458. His character, 460—464, and funeral, 496, 497.

*Nemesis*, Sardine, and Postillion, captured, ii. 142.

*Nemesis*, captures the Freya and convoy, ii. 420.

*Nepaul* war, v. 251.

*Neptune*, prepares to attack the rebels at the Nore, i. 433. Mutineers tried on board of, 439.

*Neptune*, (Danish) lost in the Sleve, iv. 216.

*Neptune*, Le, captured, ii. 284.

*Nereide*, engages the squadron of Du Perré in the channel of the Isle de la Passe, iv. 465, 466. Is reinforced, and again proceeds to the attack, 467. Extract from the log of, 468. Surrenders, ib. Dreadful carnage on board, 469. Recaptured, 484.

*New Brunswick*, account of the province of, i. 8.

*New Orleans*, expedition to, v. 186. Difficulties attending the landing of the troops, 188—192. Defended by General Jackson, 193. Defeat and retreat of the British, 197, 198. Causes of their failure, 199.

*Newcome*, Captain, captures Le Duguay Trouin, and takes the settlement of Mahée, i. 347. His humanity to the settlers, ib.

Reduces Malacca, ii. 166. Tried and acquitted for the loss of the *Albanaise*, iii. 52.

*Newfoundland*, importance of its cod-fishery, i. 9.

*Newton*, Captain, gallantly attacks *La Loire*, ii. 368. Captures *La Pallas*, 386.

*Ney*, Marshal, defeats the Austrians at Echlingen, iv. 14. Conquers the Tyrol, 17. Defeated at the bridge of San Peyo, 337. Evacuates Ferrol and Corunna, 338. Defeated by Bernadotte, v. 77. His treachery to Louis XVIII. 209.

*Niagara*, Fort, stormed by General Drummond, v. 132.

*Nice*, taken by the French fleet, i. 164.

*Nicholas*, Captain J. T. takes a large convoy, iv. 455. Is posted for his gallant conduct, 456. Takes another convoy near Cape Palineure, v. 37. Attacks the port of Sapri, and brings out the vessels, ib.

*Nichols*, Captain E. (R. M.) takes the island of Anholt, iv. 296.

*Nicholson*, Lieut.-colonel, reduces Berbice, iii. 289.

*Niemen*, capture of, iv. 294, 295.

*Niculay*, Admiral, takes the *Castor*, i. 245.

*Nile*, battle of, ii. 305—324.

*Nisbet*, Captain Josiah, supports Nelson when wounded at Teneriffe, ii. 237.

*Noailles*, General, evacuates Cape Nicholas Mole, in St. Domingo, iii. 294.

*Non-importation laws*, passed by America, iv. 60. 164. Suspended, 160.

*Non-recoil guns*, ii. 520.

*Nootka Sound*; factory established at, i. 144, 145. Destroyed by the Spaniards, 146. Again possessed by the British, 160.

*Nore*, mutiny at, i. 426.

*Norfolk*, in America, attacked by the British, v. 126.

*Norman*, Lieutenant, pursues and captures the *Edward of Nantz*, iv. 460, 461.

*North*, Lord, appointed secretary of state, i. 6.

*North Bergen*, port of, described, iv. 223.

*North-west passage to China*, v. 322, 323.

*Northern confederacy*, declaration and conduct of, ii. 531—535. Dissolved, iii. 128.

*Northesk*, Lord, carries a letter from the mutineers at the Nore to his Majesty, i. 437. Commands the *Britannia* in the battle of Trafalgar, iii. 483. Receives the thanks of Parliament, 498.

*Northumberland*, engages two frigates and a brig off L'Orient, v. 18—22. Conveys Bonaparte to St. Helena, 216. 221, 222.  
*Norton*, Lieutenant, attacks the harbour of Santa Martha, iv. 68.  
*Norway*, annexed to Sweden, v. 72, 73.  
*Norwegians*, character and employments of, i. 20.  
*Nova Scotia*, account of the province of, i. 9.  
*Novi*, taken by the Austrians and Russians, ii. 494.  
*Nugent*, General, besieges the castle of Izonzo, v. 103, and reduces Trieste, 104.  
*Nyebourg*, harbour of, attacked by Sir Richard Keats, iv. 221.  
*Nymph*, takes the Cleopatra, i. 241.  
*Nymphe*, wrecked in the Frith of Forth, iv. 498.

## O

*Oak-timber*, inquiry into the waste of, i. 60. Remarks on its consumption, 61—63. Means adopted to secure a certain supply, 63, 64.  
*O'Brien*, Lieutenant, commands the boats in the attack on the Groa, iv. 454. His gallant and successful enterprises on the coast of Istria, v. 39, 40. Takes a division of gun-boats, 87.  
*Ocana*, battle of, iv. 411.  
*Occupation*, army of, withdrawn from France, v. 251.  
*O'Donnell*, General, defeats General Swarty, iv. 430. Takes St. Felice, Palamos, and Bega, ib. Reinforces Tarragona, 532.  
*Ogé*, a mulatto, raises an insurrection in St. Domingo, i. 323. Taken and executed, 325.  
*Ogilvy*, Captain, attempts to cover the retreat of the Royalists, at Quiberon-bay, ii. 38.  
*O'Hara*, General, assumes the chief command at Toulon, i. 214. His speech to the assembly, 215. Taken prisoner in a sortie, 219. His apology to Capt. Sir Jahleel Brenton, ii. 490.  
*Oiseau*, captures La Dedaigneuse, ii. 558.  
*Okrakoke*, attacked by Rear-admiral Cockburn, v. 127.  
*Oldfield*, Major, killed at the siege of Acre, ii. 496.  
*Oliver*, Captain Robert D. his successes, iii. 21. Bombards Havre-de-Grace, 247. Captures Le Rhin, iv. 31.  
*Oliver*, Lieutenant R. gallantly attacks four vessels near Castiglione, iv. 452.  
*Oneglia*, stormed by the French, i. 165.

*Onslow*, Vice-admiral, his gallant conduct in the battle of Camperdown, ii. 117. Created a baronet, 119.

*Oporto*, revolutions in, iv. 252.

*Orange*, Prince of, claims the assistance of England against the French, i. 167. Rewards the British officers for their services at the siege of Williamstadt, 175. Obliged to leave Holland, 185. Recalled, v. 81. Embarks on board the *Warrior*, ib. His enthusiastic reception, 82.

*Order in Council* issued, for the blockade of the continental ports, iv. 19. 99.

*Orient*, L', burnt in the battle of the Nile, ii. 312.

*Orion*, extract from the log of, i. 282.

*Orpheus*, captures *Le Duguay Trouin*, i. 347, and two Dutch merchantmen, ii. 176.

*Osborn*, Captain E. O. his success on the coast of Java, ii. 177. Captures *L'Uni*, ib. Blockades the Isle of France, iii. 349.

*Osborne*, Sir George, supports the inquiry into the promotion of flag-officers, i. 73.

*Ostend*, port of, cause of its sudden and short-lived prosperity, i. 4. 23. Plans of the emperor Joseph for its improvement, 22.

*Oswald*, Colonel, attacks Rosetta, iv. 154. Is defeated, ib.

*Oswald*, General, commands the troops sent against Zante and Cephalonia, iv. 355. Reduces Santa Maura, 437—439.

*Otchakof*, taken by the Russians, i. 123.

*Ott*, Lieutenant-general Count, commands the Austrians in the siege of Genoa, iii. 13, 14.

*Otter*, sloop, retakes the Ceylon, iv. 480.

*Ottoman* government, refuses to acknowledge the Emperor Napoleon, iv. 11.

*Otway*, Rear-admiral E. A. destroys the arsenal and sea-defences of Flushing, iv. 325.

*Otway*, Captain R. W. his successes in the West Indies, ii. 219.

Opposes a French squadron, and prevents the capture of the Sheerwater, iv. 457. Captures *La Dromadaire*, 37.

*Owen*, Captain Sir Edward, attacks the flotilla, iii. 246. 249. 262. Bombards Dieppe and St. Valery, 248. Remarks on his character, 262.

*Owen*, Captain C. bombards Flushing, iv. 318. Extricates the St. Domingo and Blake, from the Dogsaad, ib. Prevents the French from entering the island of Walcheren, 325. Distributes proclamations at Tergoës, v. 81.

## P

**Page**, Captain B. W. takes the post of Mollativo. in Ceylon, ii. 165. Sails with despatches for India, iii. 336. Takes two privateers, ib.

**Paget**, Captain the Honourable Charles, captures the Bacchante, iii. 298. Cuts out a privateer from Muros, iv. 29. Burns the shipping in Buzzard's-bay, v. 171.

**Paget**, Captain, captures La Sybille, ii. 64. His death, ib.

**Pakenham**, Sir Edward, takes the command of the expedition against New Orleans, v. 193. Determines to storm the American camp, 196. Falls in the attack, 197.

**Pakenham**, Captain, captures the Vice-admiral Martin, iv. 617.

**Palamos**, town of, attacked by the Spaniards, iv. 431. By the British, ib. 432.

**Palineure**, takes the Carnation, iv. 268. Is captured by the Circe, 269.

**Pallas**, wrecked in Plymouth Sound, ii. 178.

**Pallas**, engages a frigate and three brigs, iv. 27. Wrecked in the Frith of Forth, 498.

**Palmer**, Captain E. takes the town of Colonia, iv. 196. Captures L'Etoile, v. 141.

**Pandora**, sails to Otaheite, in search of the mutineers of the Bounty, i. 96. Wrecked on her return home, ib.

**Paoletti**, General, invites Lord Hood to attack Corsica, ii. 51. Assists the English in its reduction, 57. Chosen president of the National Assembly, 61.

**Parga**, inhabitants of, request the protection of the British, v. 152. Ceded to the Turks, 258.

**Paris**, entered by the allied powers, v. 148.

**Parker**, Admiral Sir Peter, supports the inquiry into the promotion to flags, i. 74.

**Parker**, Vice-admiral Sir William, reinforces Sir John Jervis, ii. 150. Created a baronet for his services in the battle off Cape St. Vincent, 155. Tried and acquitted for having sent the America to cruise beyond the limits of his station, iii. 181.

**Parker**, Sir Hyde, assumes the command at Jamaica, ii. 42. Appointed to the Baltic fleet, 526. Letter to the governor of Cronenberg castle, 537. Reconnoitres Copenhagen, 538. Recalls Nelson, who refuses to obey, 540. Goes in search of the Swedish fleet, 548. Resigns the command, 551.

**Parker**, Captain Sir Peter, is sent up the Chesapeake, v. 127. Killed in an attack, 172.

*Parker*, Captain W. captures the *Belle Poule*, iv. 23. Takes possession of Ferrol, 338. Destroys a French convoy, 513.

*Parker*, Capt. G. attacks and burns the *Prince Christian Frederick*, iv. 219. Frustrates the designs of Bernadotte upon Zealand, 220.

*Parker*, Captain Hyde, takes the fort of Machias, v. 172.

*Parker*, Captain F. is drowned off Senegal, iv. 294.

*Parker*, Captain, commands a division of boats in the attack on Boulogne, ii. 557. Is mortally wounded, 558.

*Parker*, Lieut. Sir W. boards a Spanish armed schooner, iv. 47.

*Parker*, Richard, assumes the command of the mutinous fleet at the Nore, i. 427. Blockades the mouth of the Thames, 431. Threatens to take the fleet to the enemy, 433. His order to Lord Northesk, 436. Is put in confinement, 437. Tried and condemned, 440. His execution, 442.

*Parliament*, debates in, on the treaty of Paris, i. 5. on the promotion of flag-officers, 67—75. Respecting Nootka Sound, 147. 150. Passes a bill for the relief of the West India islands, 313. Debates in, on naval affairs, 382. Passes two bills for the suppression of the mutiny at the Nore, 434. Debates on negotiations for peace, ii. 260. 507. 521. iii. 106. 118. Votes for the service of the navy, iv. 122. Debates on the Walcheren expedition, 405—409, on the Droits of Admiralty, v. 41, on the American war, 69, on the liberation of the Greeks, 279—281, on the depredations of the pirates in the West Indies, 281—284.

*Parr*, Captain, commands a squadron against the Dutch settlements in South America, ii. 215.

*Parry*, Commodore, defeats the British flotilla, on Lake Erie, v. 132.

*Parry*, Captain E. W. attempts to discover a north-west passage to China, v. 322, 323.

*Pasco*, Mr. his gallant conduct in the *Antelope* packet, ii. 5.

*Pasley*, Vice-admiral, attempts to restore order among the mutineers at Yarmouth, i. 425. Presides on the trial of Parker, 439.

*Paswan Oglou*, gains advantages over the Turks, iii. 114.

*Pater*, Captain, defeats a Danish flotilla, iv. 505.

*Patriotic Fund*, presents a sword to Sir John Warren, i. 385. Remarks on the association, ib. Rewards Captain Bower, ii. 150.

*Patrona Bey*, Turkish Vice-admiral, assassinated, iii. 54.

*Paul*, emperor of Russia, weakness of, ii. 418. Declares war against Spain, 469. Cruelty to the English, 524. Motives of hostility, 526. Manifesto of, 529. His death, 550.

*Paul Jones*, the noted pirate, British officers refuse to serve under him in the Russian fleet, i. 125. Appointed second in command under the Prince of Nassau, 126.

*Peacock*, captured by the Hornet, v. 111, 112.

*Peachy*, Lieutenant, captures a Dutch brig of war, iv. 487.

*Peake*, Captain W. engages the Hornet, v. 111. Is killed, 112.

*Peake*, Lieutenant, takes possession of the Rivoli, v. 34. Is promoted, ib.

*Pearce*, Captain H. W. attacks the town of Diamante, iv. 261. Destroys several armed feluccas, 455.

*Peard*, Captain, quells the mutiny on board the St. George, ii. 243. Sends his boats into the harbour of La Seva, to attack a polacre, iii. 5. Gallantly engages the Genereux, 9. Captures La Diane, 21.

*Pearson*, Captain, captures the Affronteur, iii. 207.

*Pearson*, Lieutenant H. destroys the batteries at Lequito, iv. 336. Takes two chasse-marées, ib.

*Pechell*, Captain S. J. engages La Topaze, iv. 373.

*Pelham*, Lord, justifies the treaty with France, iii. 107. Introduces the bill for a naval inquiry, 173.

*Pelican*, sinks La Trompeuse, ii. 433. Captures the Argus, v. 82.

*Pell*, Captain W. O. captures the French lugger, Le Neptune, v. 134.

*Pellew*, Sir Edward, takes the Cleopatra, i. 241. Is knighted, ib. Takes L'Engageante, 244. Chases La Revolutionnaire, 363. Captures part of a French convoy, 367. La Virginie, 397. Maintains a severe action with the Droits de L'Homme, and narrowly escapes shipwreck, 399. His intrepidity in saving the crew of an East Indiaman, ii. 42. Created a baronet, 43. Attacks Quiberon and the Morbihan, 385. 511. Assumes the command in India, iii. 349. iv. 179. Sends Captain Trowbridge in search of his father, 181. Destroys a Dutch force in the harbour of Griesse, 185, and another in the road of Batavia, 187, 188. Appointed to the command in the Mediterranean, 524. Has a slight action with the Toulon fleet, v. 108. 148. Reduces Genoa, 151. Contributes to the restoration of tranquillity at Naples, 223. See *Exmouth*.

*Pellew*, Israel, a volunteer in the Nymph, raised to the rank of

post-captain, i. 341. His singular escape from the *Amphion*, 401.

**Pellew**, Captain F. destroys an enemy's force off the port of Samarang, iv. 189.

**Pellew**, Captain P. B. reduces the island of Madura, iv. 573 —575.

**Pellew Islands**, so named by Captain Wilson, who is shipwrecked on them, i. 102. Account of the natives, ib.

**Petty**, Captain, captures the *Atalante*, iii. 240.

**Penrose**, Rear-admiral, commands at Gibraltar, iv. 538. Crosses the Adour, v. 142, 143. Anchors in the Gironde, ib. Destroys the enemy's force there, 145. Assumes the command in the Mediterranean, 249. His letter to the British consuls, ib.

**Penthièvre**, Fort, taken possession of by D'Herilly, ii. 38. Captured by the republicans, 38.

**Percival**, Mr. becomes first lord of the treasury and prime minister, iv. 410. Proposes the regency bill, 501. Is shot by Bellingham, v. 48.

**Percy**, Captain the Hon. J. pursues French gun-brigs, iv. 516. His trying situation after his vessel got on shore, ib.

**Peregaux**, the banker, generously sends relief to Capt. Brenton, iii. 218.

**Perouse**; La, sails from Brest on a voyage of discovery, i. 102. Particular objects recommended to his attention, 103. Sketch of his track, 105. Probable cause of his loss, 109, 110.

**Perring**, Mr. introduces the practice of building and docking ships under cover, i. 62, note.

**Persian Gulf**, chastisement of the pirates in, iv. 394, 395. v. 285, 286.

**Pesaro**, attacked by Captain Brenton, iv. 340, who blows up the castle, 341.

**Peterson**, Lieutenant, shot by Lord Camelford, ii. 438. Remarks on his conduct and death, 439.

**Petterel**, recaptured, ii. 346. Takes the Ligurieune, 19.

**Peymann**, General (Commander-in-chief at Copenhagen), demands passports for the Danish princesses, iv. 107. Sequesters the British property, 110. Refuses to surrender the fleet, 114. Signs the articles of capitulation, 116.

**Phaeton**, captures *La Légère* and the *Eliza*, ii. 278. *La Flore*, 285.

**Phillimore**, Captain, engages *La Clorinde*, v. 139. Is severely wounded, ib.

*Philippe*, Lieutenant, gallantly opposes the Marengo, iii. 345.  
*Phillott*, Lieutenant, is promoted for his gallant attack on Corte-lazzo, iv. 354.  
*Philpot*, Captain, gallant conduct of, ii. 447.  
*Phœbe*, captures the Atalante, i. 407, Grand Terrailleur, ii. 382, the Africaine, iii. 29, the Essex, v. 161.  
*Phœnix*, attacks the Resolute, i. 345. Captures the Argo, ii. 100. Takes several vessels out of the ports of Norway, 103. Captures La Didon, iii. 383.  
*Phœnix*, description of the, i. 15, note.  
*Phœnix*, Indiaman, takes a French privateer, iii. 329.  
*Pichegru*, General, compels the Duke of York to retreat, i. 182. His conspiracy, iii. 311, and death, 312.  
*Pickering*, Mr. his correspondence with M. Adet, on the differences between France and America, i. 464.  
*Piedmontaise*, La, captures the Fame, iv. 74. Taken by the St. Fiorenzo, 185—187.  
*Pierrepont*, Captain, captures La Decade, ii. 286.  
*Pietro Nera*, town of, attacked by Captain Hall, v. 27.  
*Pigeon Island*, fort of, invested, iv. 363. Surrenders, 365.  
*Pigot*, Admiral, appointed to the command of the Channel fleet, i. 37.  
*Pigot*, Captain G. lost off Madagascar, iv. 180.  
*Pigot*, Indiaman, gallant action of, iii. 326.  
*Pigot*, Lieutenant, his daring action in the river St. Mary, iii. 511.  
*Pigot*, Captain Hugh, captures the Palineure, iv. 269. Pursues the Junon, 374. which he brings to action, and compels to submit, 376. Captures the Frolic, v. 335.  
*Pigott*, Captain, murdered by his crew, ii. 436.  
*Pigott*, General, takes the fortress of Valette, iii. 24.  
*Pilford*, Lieutenant, attacks the harbour of the Morbihan, ii. 512.  
*Pilkington*, Lieutenant-colonel, captures Moose Island, v. 171. Takes the fort of Machias, 172.  
*Pilot*, sloop, captures a convoy near Cape Palineure, v. 97. Attacks the port of Sapri, ib.  
*Pipon*, Captain, captures Le Ceres, v. 138.  
*Pique*, taken by the Blanche, ii. 200. Lost, 283.  
*Pirates* on the coast of Malabar, i. 335. Attack the Asia, 336. Defeat of, in the Persian Gulf, iv. 394, 395. v. 265, 266. In the West Indies, 281—283, exterminated, 286, 287.

*Pitcairn's Island*, discovery of the descendants of the mutineers of the *Bounty* on, i. 98, 99.

*Pitt*, Mr. defends the peace of Paris, i. 6. His act for the prevention of smuggling, 59. Opposes an inquiry into the promotion of flag-officers, 71, 72. His assertions respecting the improvement of the navy, 78. Remarks on the convention with Spain, 153. Reasons for going to war with France, 171. His opinion on the defence of Toulon, 207. Plan for the relief of the West India islands, 310. His remarks on the French navy, 384. Bill for the impressment of seamen, ii. 267. Duel with Mr. Tierney, 268. Resigns, 521. Resumes his office, iii. 252. His motion on naval defence, 310. Orders the seizure of Spanish treasures, 310. Forms the third coalition, 424. iv. 12.

*Platoff*, Russian General, pursues the French, v. 74. Invests Dantzic, ib.

*Plattsburg*, attacked by Sir G. Prevost, v. 172.

*Plymouth Sound*, arrival of Bonaparte in, v. 215.

*Poland*, dismembered by the Russians, Prussians; and Austrians, i. 162.

*Polders* fever, causes of; iv. 314. Its ravages in the British army, 324.

*Pole*, Vice-admiral, sails to the West Indies, ii. 44. Takes the command at Newfoundland, 189. Of the Baltic fleet, 552. Appointed a commissioner of the board of naval inquiry, iii. 173.

*Polybius'* account of the Greek signals, iii. 162.

*Pomone*, taken by Sir John Warren, i. 244. Captures La Cherie, ii. 276, and a French convoy, iv. 129. Lost on the Needles rocks, 513.

*Pompée*, attacks a Turkish squadron, iv. 141. Pursues a French squadron, 385. Captures Le D'Hautpoule, 386.

*Pondicherry*, surrenders to the British, i. 350.

*Ponza*, island of, taken by the British, v. 88.

*Popham*, Sir Home, conducts the Indian army to Suez, iii. 78. Invents the sea-telegraph, 162. Attacks Fort Rouge, 259. Commands the expedition against the Cape of Good Hope, 518. Captures La Volontaire, iv. 72. Proceeds to Buenos Ayres without orders, 77. Is ordered home, 79, 190. Tried, 81—83, and severely reprimanded, 84. Signs the capitulation of Copenhagen, 113, 116. Sails up the Scheldt, driving the enemy's ships before him, 313. Votes for an inquiry into the expedition, 408. Assists the Spanish royalists, v. 23, 24.

*Port-au-Prince*, burnt by the blacks, i. 228. Taken by the British, ii. 11.

*Port Cornwallis*, origin of the settlement of, on the Andaman islands, i. 841.

*Port Imperial*, disastrous attack of, by four British frigates, iv. 467—471.

*Portchester*, Lord, moves for an inquiry into the conduct of ministers for sending the expedition to Walcheren, iv. 408.

*Porter*, Captain D. surrenders to the Phœbe, v. 161.

*Portland*, Duke of, becomes first lord of the treasury, i. 6. His letter to the lords commissioners of the admiralty, iii. 183. Is succeeded by Mr. Percival, iv. 410.

*Porto Rico*, attacked by the British, ii. 480. Observations on, 450.

*Portsmouth*, visited by the Emperor Alexander and King of Prussia, v. 181—184.

*Portugal*, remarks on her commerce with Great Britain, i. 18. Foreign settlements of, 19. Navy of, assists the British, ib. 365. ii. 258. Overrun by a Spanish army, iii. 180. Colonies of, seized by England, 131. Prince Regent of, proceeds to the Brazils, iv. 123—127. Rises in arms against the French, 244. 253. Treaty of peace with England, 420. Separation of Rio Janeiro and Pernambuco from, v. 253.

*Potemkin*, Prince, takes Ochakov, i. 123.

*Poussielgue's* letter on the battle of the Nile, ii. 459. Signs the treaty of El Arisch, iii. 54.

*Powerful*, claims a share of the St. Jago, i. 194.

*Preneuse*, La, attacks the Rattlesnake, ii. 171. Destroyed, 172.

*Prescot*, Captain, attacks the town of Diamante, iv. 261. Takes a large convoy, 455, and is posted for his gallant conduct, 456.

*Prescott*, General, appointed governor of Martinique, ii. 25. Capitulates at Gaudaloupe, 31.

*President*, attacks the Little Belt, iv. 554—557. The Belvidera, v. 45, 46. Captured by the Endymion, 291, 292.

*Prevost*, Sir George, opposes General La Grange at Dominica, iii. 421. Retreats, 442. Refuses to surrender, ib. Lands at Martinique, iv. 362. Defeats the enemy on Motte Bruno, 366. Obliged to retire from Fort Bourbon, 366. Intrusted with the government of the Canadas, v. 129. Advances to the attack of Plattsburg, 172. Retreats, 174. Returns to England, and demands a court-martial, ib. Dies, ib.

*Price, Captain, captures three French privateers, iv. 550.*  
*Price, Lieutenant, cuts out an armed vessel from the harbour of Dango, iv. 280.*  
*Price, Lieutenant J. gallantly defends the Marcou islands, ii. 281. Takes two Dutch schuyts, iii. 281. Destroys Danish boats, iv. 223.*  
*Princess Augusta (cutter), defeats two Dutch schooners, iii. 252.*  
*Prince, Christian Frederick (Danish 74), attacked and burnt by the British, iv. 219.*  
*Pring, Captain, his successes on Lake Champlain, v. 130. Attacks the Americans before Plattsburg, 172. Succeeds to the command of the death of Capt. Downie, 173. Surrenders, ib.*  
*Pringle, Rear-admiral, sails to the Cape of Good Hope, ii. 42. Sends an expedition to Madagascar, 168. Mutiny in his fleet, 169.*  
*Prisoners of war, remarks on the treatment of, by France and England, iii. 213—234.*  
*Privateers, American, conduct of, ii. 181.*  
*Privateers, denied the right of search, iii. 128. Remarks on their employment, 129.*  
*Proby, Lord, confined by his own crew, ii. 518.*  
*Prouse, Captain, attacks a French squadron, iv. 45. Takes La Bergere, 46.*  
*Prussia, state of, i. 21. Supports the Orange party against the patriots, 29. Overrun by Bonaparte, iv. 42. Joins the Allies against France, v. 74. 76.*  
*Puckinghorne, Lieutenant, destroys four armed schooners in the Rappahannock, v. 125.*  
*Puissaye, Count de, commands the expedition to Quiberon-bay, ii. 33. His inglorious conduct, 38, 39.*  
*Pulling, Captain, destroys several Spanish vessels, iii. 31.*  
*Pulo A'or, action of, between Admiral Linois, and a fleet of Indiamen, iii. 338.*  
*Pultney, Sir James, obtains possession of the heights of Ferrol, ii. 513. Retreats, ib. Inquiry into his conduct, 516.*  
*Purvis, Rear-admiral, commands the squadron before Cadiz, iv. 248. His negotiations with the Spaniards, ib. 249. Offers to assist them in reducing the French squadron, 250.*  
*Pylades, captures the Crash and Undaunted, ii. 402.*  
*Pym, Capt. S. joins in the pursuit and defeat of the Rochefort squadron, iii. 522—530. Blockades the Isle of France, iv. 458. Lands on the Isle of Bourbon, 459. Storms the Isle de*

*la Passe*, 465. Gets possession of the enemy's signals, ib. Proceeds to attack Du Perrée's squadron in the Isle of France, 467. Gets aground, 469. Sets fire to his ship, and repairs on board the Iphigenia, 470, which is captured, 471. Is honourably acquitted by a court-martial, ib.

## Q

*Queen Charlotte*, description of, i. 40. Extract from her log, 250. Attacks the Montague on the first of June, 275. Visited by his Majesty and the royal family, 304. Dangerous situation in Torbay, 364. Is distinguished in Lord Bridport's action, 377. Commences the mutiny at Spithead, 414. Delegates assemble on board of, 415. Burnt off Leghorn, iii. 11.

*Queen Charlotte*, effect of dry-rot on board the, iii. 143.

*Quiberon-bay*, expedition to, ii. 33. Described, 35. Royalists defeated, 38. Attacked by Sir Edward Pellew, 512.

*Quiroga*, Colonel, excites a revolution in Spain, v. 261.

## R

*Racoon*, captures the Lodi, iii. 281, La Mutine, &c. 286.

*Ragosniza*, garrison of, surprised by Captain Black, v. 102.

*Rainier*, Admiral, arrives in the East Indies, i. 346. Takes possession of Amboyna and Banda, 359. Captures Trincomalee, ii. 164. His conduct on the death of the Nabob of Walajah, 166. His character, 172. Force under his command, 173. Relinquishes the attack on Java, iii. 330. Prudent conduct respecting Macao, 331. Receives the thanks of the governor and council of Bombay, 333. Refuses to deliver Pondicherry to the French, 334. Blockades the Isle of France, 349. Returns to England with the China fleet under convoy, ib. Dies, 350.

*Rainier*, Captain J. S. sails to the head of the Red Sea, iii. 78. His gallant actions with the Dutch off Batavia, iv. 75. Boards and burns a gun-boat in the Guadalete, 446.

*Rainier*, Captain P. captures the San Rafael, iv. 183.

*Rainsford*, Captain, lost in the Athenienne, iv. 52—56.

*Rait*, Capt. destroys a battery, &c. near Cape Croisette, iv. 350.

*Ramillies*, treacherous plot of the Americans to blow her up by a clock-machine, v. 120.

*Rasés*, description of the ships so called, i. 399.

*Ras al Khyma*, defeat of the pirates at, iv. 394.

*Rattlesnake*, gallantly defended against a French frigate, ii. 171.

*Rawdon*, Lord, his motion concerning the promotion of flag officers, i. 67.

*Rayo* (El), captured by Captain Malcolm, iii. 489. Wrecked, 490.

*Real Carlos*, burnt off Cape Trafalgar, iii. 40. 49.

*Recapture*, remarkable instances of, ii. 383.

*Red Sea*, difficulties attending its navigation, iii. 80.

*Redan*, Monsieur, treats with Commodore Cockburn, for the release of the garrison of Martinique, iv. 378. His proposals rejected, 380.

*Redoutable*, opposes the Victory in the battle of Trafalgar, iii. 453. Surrenders, 464.

*Redwing*, destroys a Spanish convoy, iv. 241.

*Regenerée*, escapes from the British fleet, iii. 65.

*Regnier*, General, defeated at Maida, iv. 50, 51. Captures Sicilian gun-boats, 155. Takes the fortress of Sylla, 156.

*Regulus*, captures the San Pio, i. 406. Defends the post of Irois, ii. 432. Attacks Aguadilla-bay, 433.

*Regulus*, burnt in the Gironde, v. 145.

*Reis Effendi's* severe answer to the Spanish ambassador, ii. 468.

*Renommée*, La, capture of, iv. 560.

*Renny*, Capt. killed in the storming of Monte Video, iv. 193.

*Reporters*, prevented from taking notes in courts-martial, ii. 561.

*Republique*, La, captured by the Tamar, ii. 449.

*Repulse*, abandons the mutineers at the Nore, i. 436. Lost on the Penmarks, ii. 517.

*Resistance*, blown up in the Straits of Banca, ii. 168.

*Resolve*, resists the British right of search, i. 345.

*Revel*, attacked by the Swedish fleet, i. 191.

*Revolutionaire*, captures L'Unite, i. 396, the Bordelais, ii. 382.

*Reynolds*, Capt. is shipwrecked after a severe action with the Droits de L'Homme, i. 400. Tried and acquitted, ib. Captures La Cherie, ii. 276.

*Reynolds*, Rear-admiral, melancholy fate of, iv. 520.

*Reyntjes*, Vice-admiral, captured in the battle of Camperdown, ii. 108. Dies of his wounds, 120.

*Rhone*, mouth of, its advantages for supplying fresh water to a blockading fleet, v. 29. Security of the anchorage, ib. 30.

*Riall*, Major-general, takes the American posts, Black Rock and Buffalo, v. 132.

*Richardson*, Captain, co-operates with the Neapolitans, in the defence of Gaeta, iv. 49, 50.

**Richardson**, Capt. W. enters the Gironde, and takes several vessels, iv. 515.

**Richardson**, Lieut. gallantly boards and destroys a French privateer, iv. 398.

**Richepanse**, Gen. quells an insurrection in Guadaloupe, iii. 275. Dies, 276.

**Richery**, Admiral, his disgraceful conduct at Newfoundland, i. 477. Captures the Censeur and part of a convoy, ii. 75.

**Richmond**, Duke of, erects forts on the coast of England, ii. 54.

**Ricketts**, Capt. W. gallantly defends the post of Irois, ii. 432. Attacks Aguadilla-bay, 433, the port of Cesenatico, iii. 21.

**Riego**, Colonel, excites a revolution in Spain, v. 260.

**Rifle**, skill of the Americans in the use of, v. 123.

**Right of search**, admitted by the Americans, i. 465. Disputed by the Northern powers, ii. 419. Observations on, iii. 126.

**Rio Janeiro**, description of, i. 337.

**Riou**, Lieutenant, commands the Guardian on her voyage to Port Jackson, i. 90. Refuses to leave the ship after having struck on an island of ice, 92. His firmness and resolution in the midst of danger, 94, 95. Arrives with difficulty at Table-bay, 96. Returns to England, and is promoted, 4b. Commands the frigates in the attack on Copenhagen, ii. 589. Is killed, 545.

**Ritchie**, Lieut.-colonel, gallantly attacks the French and Caribs at the Vigie, ii. 211. Defeated and slain, 213.

**Rivoli**, sails from Venice, v. 84. Is captured, after a severe action by the Victorious, 35.

**Robb**, Lieutenant, gallantly carries off the Leopard from the mutineers at the Nore, i. 435.

**Roberts**, Capt. brings Le D'Hautpoul to action, iv. 386.

**Robespierre**, accuses Generals Stengel and Lanoue, of treason, i. 176. Gets a decree passed forbidding to give quarter to the English, 240. Appoints Admiral Villaret to the command of the fleet, 245. His death a fortunate event for the French commanders, 273.

**Robust**, captures the Hoche, ii. 365.

**Rochambeau**, General, takes Fort Dauphin, in St. Domingo, iii. 270. Succeeds Le Clerc, in the command of the French troops, 275. His impolitic conduct, 276. Defeats the Negroes, 277. Sends proposals of capitulation to Commodore Loring, 291, to General Dessalines, 292. Surrenders to the British, 293. Accused of cruelty to the blacks, 294.

*Roche Jaquelin*, Henri de la, his oration to his soldiers, i. 499.  
Defeats the Republicans, ib. Joins Charette, 502. His death, ib.

*Rochefort*, squadron, escapes, iii. 520. Pursued by Sir J. Duckworth, 521. Totally defeated off St. Domingo, 524. Another squadron sails from, iv. 264. Is pursued, but escapes, ib.

*Rogers*, Commodore, attacks the Little Belt, iv. 554. 557. Is sent in search of our ships, v. 43. Attacks the Belvidera, 45. His indecision, 46.

*Rogers*, Capt. takes a French privateer, iv. 177. His success on the coast of Genoa, 261. Attacks the town of Palamos, 431.

*Rohan*, Prince de, defeated by General St. Cyr. iv. 18.

*Romana*, Marquis de la, ordered with a Spanish army to Hamburg, iv. 219. Corresponds with the British, 221. Liberated by Sir Richard Keats, ib. Character of, 244. Lands at Corunna, 261. Dies at Cartaxo, 523.

*Rome*, evacuated by the French, ii. 485. Garrisoned by British seamen, 487.

*Romney*, Lord, his speech on the peace with France, iii. 111.

*Romney*, captures a Swedish convoy, ii. 389. Lost off the Texel, iii. 258.

*Romulus*, and Boyne, action between, v. 148.

*Roquebert*, Monsieur, arrives off the Isle of France, iv. 559. Engages Capt. Schomberg off Foul Point, ib. Is defeated and captured, 560.

*Rosario*, brig, defeats a division of the Boulogne flotilla, v. 10.

*Rosas*, invested by the French, iv. 262. Surrenders, 263.

*Rosehill*, Lord, lost in the Blenheim, iv. 182.

*Rosetta*, unsuccessfully attacked by the British, iv. 153, 154.

*Ross*, Major-general, is sent with an army to North America; v. 163. Lands on the shores of the Patuxent, 165. Enters Washington, and destroys the public works, 166. Marches on Baltimore, 168. Defeats the Americans, 169. Is mortally wounded, ib.

*Ross*, Capt. C. B. captures the Phaeton and Voltigeur, iv. 64. Commands the Northumberland, v. 216. Sails with Bonaparte for St. Helena, 221, 222.

*Ross*, Capt. attempts to discover a north-west passage to China, v. 322, 323.

*Rossilly*, Admiral, takes possession of the harbour of Cadiz, iv. 247. Is attacked by the Spaniards, 250. Surrenders, 251.

*Rosslyn*, Earl of, reduces the islands of Schonen and Duyveland, iv. 319. His letter to Rear-admiral Keats, 322.

*Roubillard*, Capt. attacks a Danish squadron in the harbour of Maroe, v. 7. Is promoted, 9.

*Round sterns*, introduction of, iii. 149. Objections to, 150—152.

*Rousseau*, Capt. Augustin, gallantly defends the Junon, iv. 375. Expires of his wounds, 377.

*Rousseau*, town of, burned, iii. 421.

*Rowley*, Vice-admiral, detaches a force against St. Domingo, iv. 387. Reduces the town, 388. Dies of the yellow fever, v. 342.

*Rowley*, Capt. (afterward Rear-admiral Sir J.) blockades the Isles of France and Bourbon, iv. 397. Attacks the harbour of St. Paul's, ib. and destroys the government stores, 399. Reduces the Isle of Bourbon, 459, 460. His judicious and gallant conduct after the losses at the Isle of France, 474—478. Retakes the Africaine, 478. Captures the Venus, 479. Is eulogized by Vice-admiral Bertie, 481. Captures a French convoy under the batteries of Languilla, v. 36. Attacks Via Reggio, 109, and blows up the castle, 110. Fails in the attack on Leghorn, ib. Assists in the reduction of Genoa, 151.

*Rowley*, Capt. S. C. loses the Laurel, v. 17. Is tried and honourably acquitted, 18.

*Rowley*, Capt. Charles, captures La Corcyre, v. 30. His successes in the Adriatic, 38. Storms the town of Fiume, 98. Takes the fortress of Farasina, 99, and Rovigno, 102. His gallant reduction of the Spanza, at Trieste, 104.

*Royal George*, extract from the log of, i. 278. Captures Le Tigre, 378.

*Royal Sovereign*, runs foul of the Bellisarius, i. 391. Leads into action in the battle of Trafalgar, iii. 451.

*Ruffo*, Cardinal, protests against the violation of the treaty with the castles Uovo and Nuevo, ii. 480. His character, 484.

*Rushworth*, Capt. is detached against Batibano, iv. 69. His intrepidity and success, 70, 71.

*Russell*, Vice-admiral, his letter to Admiral Kickhurt, iii. 259. Reduces the island of Heligoland, iv. 120.

*Russell*, Lord John, reprobates the cession of Parga, to the Turks, v. 258.

*Russia*, state of, i. 19, 20. Enters into a treaty with England, 173. ii. 88. 375. iii. 95, and Turkey, 375. Impediments to the naval power of, 391. Statement of the trade of, 392. See VOL. V.

*Catharine II.* and *Alexander*. Invaded by Bonaparte, v. 5.  
 Retreat of the French from, v. 14. Claim of, in the Pacific Ocean, 357.

*Russian* fleet, equipped against the Turks, i. 115. Described, 123. Superior to the Swedish, 124. Joins the British, 190. ii. 469.

*Russians*, serve in the British fleet, ii. 99. Invade Holland in conjunction with the British, 404. 415. Drive the French from Zante, &c. 469. Resign Corfu, iv. 159. Attacked by the Turks, 421. Defeat and pursue the French, v. 74. Enter France, 80.

*Ryder*, Mr. is appointed Secretary of State for the home department, iv. 410.

*Ryes*, Capt. G. F., surveys Agincourt-sound, iii. 393.

## S

*Sabine*, boats of, capture three French privateers, iv. 550.

*Sabrina* island, formed by an eruption from the sea, v. 22.

*Saintes*, island of, taken by Lieutenant-general Maitland, iv. 384.

*Saldanha-bay*, a Dutch fleet captured there by Vice-admiral Elphinstone, i. 354.

*Sally*, sloop of war, attacks the French intrenchments before Dantzig, iv. 96.

*Salmon*, Mr. takes a French privateer, iii. 290.

*Samana*, fort of, stormed by Captain Dacres, iv. 174, by Captain Dashwood, 266.

*Samarang*, in the island of Java, entered by the British, iv. 571.

*San Josef*, her superior qualities, i. 42. Boarded and taken by Nelson, ii. 154.

*San Rafael* and *Firmè*, taken by Sir R. Calder, iii. 368.

*Sanders*, Captain G. hires vessels for the relief of Dantzig, iv. 95.

*Sanders*, Captain, bombards the fortress of Catalina, iv. 445.

*Sandford*, Colonel, killed in an engagement with the Maroons, ii. 205.

*Sandwich*, Earl of, opposes the inquiry into flag-promotions, i. 69.

*Sandwich*, delegates assemble on board of, during the mutiny, i. 427. Surrenders, 439. Parker executed on board of, 442.

*Sans Pareille*, captures the *Castor*, and a fleet of merchantmen, i. 245. Is captured on the first of June, 292. Retakes the *Alexander*, 378.

*Santa Anna*, surrenders to the Royal Sovereign, iii. 466. Taken into Cadiz, 494.

*Santa Cruz*. See *Teneriffe*.

*Santa Dorothea*, captured by the Lion, ii. 381.

*Santa Maura*, island of, reduced by the British, iv. 437.

*Santissima Trinidad*, strikes to the Orion, but escapes, ii. 154. Captured in the battle of Trafalgar, iii. 467. Founders, 492.

*Sardinia*, progress of the French arms in, i. 164.

*Sarsfield*, General, gallantly defends Tarragona, iv. 532.

*Sartorius*, Lieutenant G. S. a remarkable instance of his intrepidity, iv. 452.

*Sauvarez*, Sir James, takes La Réunion, i. 242. Conducts the prizes from the Nile to Gibraltar, ii. 382. Summons Malta, 342. Takes the command off Cadiz, iii. 31. Attacks a French squadron in Algeziras-bay, 32. Retires with the loss of the Hannibal, 35. Proposes an exchange of prisoners, 36. Resolves again to attack the enemy, who are joined by a Spanish squadron, 37. Defeats them off Cape Trafalgar, 40—42. Receives the thanks of parliament, 43, and is created a baronet, 44. His dispatches, 45—48. Commands the advance post of Guernsey, 206. Detaches a squadron to the West Indies, 268. Bombards Granville, 297. Assumes the temporary command of the Channel fleet, iv. 121. Appointed to the command in the Baltic, 218. 501. His prudent conduct towards Sweden, 419. v. 2. Receives an elegant sword from the Crown Prince, 3. Letter from a Swedish nobleman, ib.

*Saunders*, Captain G. takes a letter of marque, iv. 268.

*Saunders*, Captain J. engages two Spanish xebecs, iii. 5.

*Savage*, Captain, anecdote of, i. 183.

*Savona*, surrenders to the British and Austrians, iii. 15.

*Sawyer*, Vice-admiral, commands on the Halifax station, iv. 558. Disposition of his squadron, v. 43. His prudence and forbearance towards the Americans, 44. 47. Returns to England, 56.

*Sayer*, Lieutenant, captures eleven sail of vessels near Cape Croisette, v. 89.

*Scheldt*, the free navigation of, demanded by the emperor Joseph, i. 26—28. Declared free by the French, 167. Described, iv. 305.

*Schoonen*, island of, surrenders to Lord George Stewart, v. 80.

*Schomberg*, Captain C. M. attacks three French frigates, iv. 559.

**Captures La Renommée, 580, and La Nereide, 582.** Retakes the settlement of Tamatave, ib.

**Schomberg's** (Captain) remarks on the rewards bestowed on naval officers, i. 305. His conduct on the 1st of June, ib. Statement of the loss at Quiberon-bay, ii. 39.

**Schomberg, Captain A. W.** captures L'Hebé, iv. 236.

**Scott, Sir William**, decides against the claim of the admiralty for the capture of the Cape, i. 358, and of the army for the ships taken in Saldanha-bay, 359. His judgment on the capture of Swedish convoy, ii. 390. His observations on the right of search, 424.

**Scott, Captain G.** gallantly engages the Junon, iv. 374. Is severely wounded, 376. Captures La Necessité, 426.

**Scott, Lieutenant W.** mortally wounded in an engagement with two Dutch schooners, iii. 252.

**Scriven, Captain T.** drives on shore the French corvette, Flibuster, v. 86.

**Sea-fencibles**, establishment of, ii. 288.

**Sea-gull**, captured by the Danes, iv. 229.

**Sea-horse**, captures La Sensible, ii. 330. Engages two Turkish frigates, iv. 259.

**Sea-lark**, schooner, captures La Ville de Caen, v. 24.

**Seamen**, British, unwilling to enrol themselves in the navy, i. 47, 48. Causes of their disgust, 49. Observations on the impressment of, 50. iii. 134. iv. 497. Chief nurseries for, i. 50, 51. Skill and intrepidity of those engaged in smuggling, 58. Bounties offered to them on entering the navy, 168. Their conduct on the prospect of peace, 559. Proposed regulation for, 562. Statement of, engaged in trade, iii. 157. v. 361. Their manner of forming batteries on shore, iv. 364.

**Seamen**, character of the Swedish and Danish, i. 20.

**Searle, Captain**, takes and destroys a large convoy off Cadiz, iv. 240, and two merchant-ships, 241.

**Seaton, Lieut.-Colonel**, dislodges the Caribs from Dorsetshire-hill, ii. 210.

**Sebastiani**, French ambassador, returns to Constantinople, iv. 133. His artful conduct, 134.

**Sebastiani**, General, takes Grenada and Malaga, iv. 411.

**Seccombe, Captain**, takes a Turkish ship of war, iv. 151. Is wounded and taken prisoner, 155. Dies, 156.

**Segur, Count de**, his remarks on the conduct of England, i. 30. 115, and on the re-union of France and Holland, 187.

*Seine* and Loire, French frigates, destruction of, iv. 393.  
*Seine*, La, captured, ii. 288. Takes La Vengeance, 445.  
*Selby*, Captain, takes the islands of Marie Galante and Desiada, iv. 265, and the island of Anholt, 296.  
*Selim III.* policy of, iv. 133. Is put to death, 150.  
*Senegal*, settlement of, taken by the British, iv. 294.  
*Senhouse*, Lieut. W. W. captures two French privateers, ii. 435.  
*Seppings*, Sir Robert, improves the system of ship-building, iii. 147—150. Invents a new wooden mast, 155.  
*Seringapatam*, taken by the British, ii. 175.  
*Sestos*. See *Abdyos*.  
*Seven Islands*, formation of the republic of, iii. 114. Falls into the hands of Great Britain, iv. 357.  
*Seville*, council of, assumes an independent authority, iv. 243. Proclaims Ferdinand VII. and declares war against France, ib. Sends commissioners to England and to the colonies, 252. Flies to Cadiz, 411. Conduct of, to the British, 412, and to the Duke of Albuquerque, 413, 414.  
*Sewolod*, capture of, iv. 226—228.  
*Seymour*, Lord Hugh, reduces Surinam, ii. 447. His death, 442.  
*Seymour*, Lieut. Richard, killed in the action with the *Belle Poule*, iv. 24.  
*Seymour*, Captain M. captures La Thetis, iv. 235, the Niemen, 294, 295. La Sultane, v. 140.  
*Shannon*, lost on the coast of France, iii. 302.  
*Shannon*, captures the Chesapeake, v. 115—118.  
*Shark*, singular anecdote of a, ii. 420.  
*Shaw*, Lieut. J. destroys a battery, &c. at Rioux, iv. 350. Takes two French privateers, v. 32. 38. Destroys batteries at Mor-gion, 88. 90.  
*Sheerness*, construction of a basin at, iii. 137.  
*Sheerwater*, brig, narrowly escapes from capture, iv. 457.  
*Sheldrake*, brig, takes two Danish gun-boats, iv. 504.  
*Sheppard*, Lieut. Alexander, attacks a division of the flotilla, iii. 252.  
*Sherroke*, Major-general, withdraws the garrison from the fortress of Sylla, iv. 156. Attacks the settlements on the Penobscot, v. 171.  
*Sheridan*, Capt. J. boards the *Shannon*, and sets her on fire, iii. 302.

*Sherman*, Capt. of the royal marines, gallantly defeats the French at Point du Ché, iv. 427.

*Shipley*, Sir Charles, reconnoitres Pigeon Island, Martinique, iv. 363.

*Shipley*, Capt. takes the Egyptienne, iii. 415. Attacks a Portuguese brig, iv. 233. Is drowned, 234.

*Ships*, description of the various sizes which compose the British navy, i. 38—46. Inferior to those of France and Spain, 39. 382. Improvements in building, 39. 41. iii. 147—152. Built of teak, in India, i. 65. Dimensions of the most approved, 564. iii. 153. List of ships built of foreign wood, iii. 145. Statement of, engaged in trade, 157. Want of, on the renewal of the war, 162. Amount of, in commission, 201.

*Shirley*, Lieut. attacks a number of Dutch schuyts, iii. 260.

*Shortland*, Captain John, gallantly defends the Junon, against four frigates, iv. 391. Is mortally wounded, ib.

*Shortland*, Lieut. takes the Adventurer, ii. 284.

*Sibley*, Lieut. E. R. his gallant enterprise in Verdun Roads, iv. 30. Takes a privateer, v. 107.

*Sicily*, state of the island of, iv. 452, 453. v. 268—270.

*Sidmouth*, Lord, objects to the attack on Copenhagen, iv. 206.

*Signals*, history of, iii. 161—167.

*Siniavin*, Russian Vice-admiral, joins Sir J. Duckworth, iv. 150. Invites him to renew the attack on Constantinople, ib. Repairs to the Tagus, 151. Surrenders to Sir C. Cotton, 258.

*Sirius*, is sent against the isle of Bourbon, iv. 397. Effects of her fire, 398. Recaptures the Windham, 467. Gets aground in proceeding to the attack of the Bellone, 468. Is burnt by her captain, 470.

*Skeleton*, imbedded in limestone, sent from Guadaloupe, iv. 495.

*Skerrit*, Colonel, defends the town of Tariffa, iv. 539. 545. Defeats Marshal Victor, v. 25. Takes Seville, 27.

*Slaughter*, Lieut. gallantly attacks the town of Groa, iv. 454. Defeats a party of French troops, 455.

*Slave-trade*, regulations of, brought before Parliament, i. 76. Reflections on, 329, iii. 295. Anecdote respecting, i. 330. Carried on by France, ii. 6.

*Slaves*, invited to join the British in America, v. 164.

*Slykens*, attack on the sluices of, ii. 394—398.

*Smith*, Sir Sidney, enters the service of the Swedes, i. 125. His plan of retreat from Wybourg-bay, 135. Gallant con-

duct in the battle of Svenskesunde, 139. Intrusted with the destruction of the arsenal and ships of war at Toulon, 222. His letter to Lord Hood on that occasion, 224. Reconnoitres Brest, 365. Drives on shore the Assemblée Nationale, 390. Burns a corvette, ib. Attempts to cut out a French lugger, and is taken prisoner, 391. ii. 43. Escapes, 281. Obtains the liberation of French prisoners, 470. Blockades Alexandria, 477. Gallant defence of St. Jean D'Acre, 495. Signs the treaty of El Arisch, iii. 54. Restores order in the Turkish fleet, ib. His letter to M. Poussielgue, 56. Instructs the British to procure water in Egypt, 66. Is wounded, 73. Presented by Sir R. Abercrombie with his sword, ib. His remarks on the reduction in the navy, 195. Attacks the French flotilla, 242. Relieves the fortress of Gaeta, iv. 49. Reduces the island of Capri, 50. Sent to Portugal, 123. Accompanies the expedition against Constantinople, 167. Defeats a Turkish squadron, 141. Detaches Captain Yeo against the settlement of Cayenne, 382.

**Smith**, Lieutenant, conveys Bonaparte on board the Undaunted, v. 154.

**Smith**, Mr. John, captures an armed schooner, iii. 412.

**Smith**, Lieutenant Matthew, gallantly attacks La Bellone, ii. 520.

**Smith**, Lieutenant W. takes a privateer after a desperate conflict, v. 106.

**Smith**, Lieutenant-colonel, accompanies Captain Wainwright against the pirates in the Persian gulf, iv. 394, whom he defeats at Ras al Khyma, 395.

**Smugglers**, skill and intrepidity of, i. 58.

**Smuggling**, means adopted for its prevention, i. 59.

**Soignies**, battle of, i. 181.

**Solano**, Marquis de, refuses to turn the batteries of Cadiz on the French squadron, iv. 245. Is assassinated, 246.

**Solebay**, frigate, wrecked in the river Senegal, iv. 294.

**Sambreul**, Count de, attends the expedition to Quiberon-bay, ii. 33. His death, 38.

**Sotheby**, Captain, receives the remains of the British army, after their retreat through Holland, i. 168. Loses the Marlborough, ii. 5. 17.

**Soult**, Marshal, pursues Sir John Moore, iv. 332, by whom he is defeated at Corunna, 383. Defeated by Sir Arthur Wellesley, 336. Invests Cadiz, 413. 439. Takes Tortosa, Olivença,

and Badajos, 524. Abandons the siege of Cadiz, v. 26.  
Defeated at Toulouse, 144.

*South America*, invaded by Sir Home Popham, iv. 76—78. By General Miranda, 87—90. Declares against France, 263. Ignorance of the inhabitants, v. 249. Independence of, established, 250.

*Spain*, naval power of, i. 15. Consequences of the expulsion of the Moors, 16. Foreign settlements, 17, 18. Conduct of, relative to Nootka Sound, 144—149. Declares war against France, 173. Complains of the detention of the St. Jago, 223. Unites with France against England, 402. ii. 78. iii. 361. 398. Rises in arms against Bonaparte, iv. 211. 213. 243. Change of sentiments in favour of the English, 242. Deploitable state of, 244. 430. Union of, with England, 251. Animosity against the French, 335. Disposition of the British forces in, 522. Evacuated by the French, v. 152. Prepares an expedition against South America, 252. Mutiny among the troops, ib. Revolution in, 260. Cause of the decline of, 261. Separation of the colonies from, 339.

*Spanish treasures*, seizure of, iii. 317—322.

*Spanish frigates* land treasure, while the British blockade Cadiz, iii. 3.

*Spartan*, boats of, repulsed by a polacre, iv. 156. Watches Gantheaume's squadron, 237. Attacks the island of Cerigo, 356. Defeats the Neapolitan squadron, 433—436. Sails for Quebec, v. 43.

*Sparviere*, Murat's yacht, capture of, by Captain Brenton, iv. 434, 435.

*Spear*, Captain Joseph, engages two French brigs of war, iv. 264. Takes a letter of marque, 268.

*Spearing*, Lieutenant G. A. attacks the island of St. Martin's, iv. 266. Is killed, 267.

*Speedy*, engages Le Papillon, ii. 291. Encounters Spanish gun-boats, 489. Captures the Gamo, iii. 30. Is taken by Rear-admiral Linois, 31.

*Spencer*, General, joins Sir Arthur Wellesley, iv. 255.

*Spencer*, Earl, appointed first lord of the admiralty, ii. 77. Opposes the peace with France, iii. 111.

*Spencer*, Colonel, commands the troops who first land in Egypt, iii. 70. Defeats Gen. La Grange, 75. Enters Rhamanie, ib.

*Spithead*, mutiny at, i. 414.

*Spranger*, Captain I. takes Foul Point, in Madagascar, ii. 168.  
Conducts the expedition against Zante and Cephalonia, iv. 355. Storms the fort of Pontales and town of St. Mary's, 529.  
*St. Andero*, entered by the French, iv. 253.  
*St. Andre*, Jean Bon, placed as a spy on the admiral and captains of the French fleet, i. 246.  
*St. Bartholomew*, ceded to Sweden, i. 20. Surrendered to the British, ii. 450.  
*St. Cyr*, General, enters Spain with a French army, iii. 130. Blockades Venice, iv. 18. Defeats the Prince de Rohan, ib.  
*St. Domingo*, observations on the island of, i. 319. Origin of the civil war in, 320. Assembly of, determines to go to France, 323. Their reception, 325. Effects of the decree in favour of the Mulattoes, 327. French force in, ii. 8. Invaded by the British, 9, who suffer from the climate, 11. Mr. Edwards' remarks on, 12. Position of the contending parties, 428. Abandoned by the British, 433. Becomes a negro republic, 434. French attempt to reconquer it, 451. iii. 267—278. Are expelled, 285. 292—295. British vessels authorized to enter the ports of, iv. 167. Boyer obtains the sole government of, v. 263.  
*St. Domingo*, garrison of, relieved by General La Grange, iii. 423. Besieged by the English, Negroes, and Spaniards, iv. 387. Surrenders, and the French are expelled, 388.  
*St. Domingo*, battle of, iii. 525—531.  
*St. Eustatia*, taken by Victor Hugues, ii. 207. Evacuated, 451.  
*St. Felippe*, Neapolitan general, deserts to the French, ii. 473.  
*St. Fiorenzo*, captures La Piedmontaise, iv. 185—187.  
*St. George*, silences the battery of Les Geux, i. 211. Mutiny on board of, ii. 242. Loss of, iv. 520. Observations, v. 337, 338.  
*St. Helena*, appointed for the residence of Bonaparte, v. 216. His arrival there, 222. Expense of the naval establishment at, 270. Recal of the squadron on the death of Bonaparte, 273.  
*St. Helen's*, mutiny at, i. 417.  
*St. Helens*, Lord, signs the treaty with Russia, iii. 100. His note to Lord Hawkesbury, 128.  
*St. Jago*, captured, i. 193.  
*St. Lucia*, surrenders to the British, ii. 25. Retaken by Victor Hugues, 207. Attacked by General Abercrombie, 210. Capitulates, 217. iii. 279.  
*St. Martin's*, attacked by Captain Crofton, iv. 266. Taken by Sir A. Cochrane, 495.

*St. Mary's Sound*, plan to render it a secure harbour, ii. 276.  
*St. Mary's*, in America, taken by Rear-admiral Cockburn, v. 176.  
*St. Paul's*, in the Isle of Bourbon, taken by the British, iv. 397—399.  
*St. Pierre*, in Martinique, taken by the British; ii. 17. Description of, 18.  
*St. Pierre* and Miquelon restored to France, i. 6. Unfounded importance attached to, 7.  
*St. Sebastian*, storming of, v. 95—97.  
*St. Thomas* and *St. John's* surrender to the British, iv. 178.  
*St. Vincent*, Earl, letters of, respecting the royal marine forces, i. 57. Communications relative to the American trade, ii. 188. Bombards Cadiz, 231. 246. Sends an expedition against Teneriffe, 233. Quells a mutiny in his ships, 242. Order to Sir William Parker, 245. Attention to the interests of the seamen, 247. 562. Remonstrance to the board of ordnance, 249. Instructions to Captain Thompson, ib. Correspondence with Hon. Horace Walpole, &c. 251—254. Opinion to the Marquis de Niza, 255. Sends Nelson to watch the French armament, 293. Instructions to him, 296. 300. Letters to Sir W. and Lady Hamilton, 299. To Earl Spencer, 328. 348. 354. 358—361. To Lady Spencer, 329. To Evan Nepean, Esq. 330. 351. 355. Detaches a squadron against Minorca, 344. Letter to Rear-admiral Gambier, 351. Pursues the French fleet, 379. 475. Returns to England, 380. 476. Appointed to the Channel fleet, 381. iv. 22. Becomes First Lord of the Admiralty, ii. 521. His orders to Nelson, 556. Opposes the restoration of Malta, iii. 26, 27. Proposes the thanks of Parliament to Sir James Saumarez, 43. His observations on the value of Ceylon and Trinidad, 110. Embarrassing situation, 161. Suggests the institution of the board of naval inquiry, 171. His letter relative to the treatment of prisoners of war, 234. Resigns his situation as first lord of the admiralty, 252. His disposition of the Channel fleet, iv. 22. Returns to Spithead, 28. Attends the privy-council, ib. Resumes his station off Brest, ib. Detaches Captain Keats off Belleisle, ib. Proceeds to Lisbon, 34. His letter to Lord Howick, 35. Opinion of the Portuguese, 36. Renews the blockade of Brest, 37. His advice respecting the West Indies, 64. Resigns the command of the Channel fleet, 121. Opposes the address to the throne, 275. 406. Censures the convention of Cintra, 276, 277. Remarks on the alleged supineness of naval officers, v. 44. His

last interview with his Majesty on board the Royal George yacht, 287, 288. Copy of the commission appointing him an Admiral of the fleet, 354.

*St. Vincent*, rebellion of the Caribs in, ii. 209—216. Restored to tranquillity, 220.

*Staines*, Sir Thomas, his account of the descendants of the mutineers of the Bounty, i. 99. Gallantly intercepts and defeats a fleet of gun-boats, iv. 348. Engages *La Ceres*, 349. Destroys three Martello towers, 350.

*Stanhope*, Rear-admiral, offers assistance to Louis XVIII. iv. 216.

*Stannus*, Captain, (Royal Marines) kills the governor of Capri, iv. 50.

*Stations*, naval, limits of, v. 348—350.

*Steam-vessels*, recommended in the defence of convoys, iv. 232. Observations on the use of, v. 350—353.

*Stephens*, Captain, trial of, ii. 169.

*Stephens*, Captain, is wounded in storming the redoubts of Santa Maura, iv. 439.

*Stephenson*, Captain, attends the army up the Nile with gun-boats, iii. 75.

*Sterling*, Captain, captures *La Seine*, ii. 283. Loses the *Jason*, 284.

*Stewart*, General, captures Jaffnapatam, &c. ii. 165. Defeated in St. Lucia, 207. Evacuates the island, 208. Defeated and wounded at Colonarie, 213.

*Stewart*, Major-general Sir John, defeats the French at Maida, iv. 50, 51. Plans an attack against the islands of Ischia and Procida, 347, Zante and Cephalonia, 355. Defends Sicily, 433. 453.

*Stewart*, Brigadier-general, attacks Rosetta, iv. 154. Is defeated, ib.

*Stewart*, Colonel, commands the land-forces in the expedition against Denmark, ii. 536.

*Stewart*, Major, storms the batteries at Pietro Nera, v. 27.

*Stewart*, Lord G. captures L'Iris, iv. 230. Annoys the French in the Elbe and Weser, 298. Dislodges them from Gessendorf, and destroys the works, 299. Takes two Danish vessels, v. 12. Reduces the island of Schoenen, 80.

*Stewart*, Lord W. captures the Bull Dog, iii. 51. Passes the batteries in the Scheldt, with a squadron of frigates, iv. 311.

*Stewart*, Captain John, engages two Turkish frigates, iv. 259.

Captures the Badere Zaffere, 260. Destroys the forts on the islands of Giamotò and Planoso, 350.

*Stewart*, Captain J. P. defeats a Danish squadron, v. 7—9.

*Stewart*, Captain T. P. defeats Danish gun-boats off the island of Anholt, 503, 504.

*Stiles*, Captain J. captures the Nuestro Senora de Los dolores, iv. 72.

*Stirling*, Rear-admiral, detached off Rochefort, iii. 376. His evidence on Sir R. Calder's trial, 378. Supersedes Sir Home Popham, at Buenos Ayres, iv. 79, 190. His operations during the assault on Monte Video, 194.

*Stone* expedition against Boulogne, iii. 258.

*Stopford*, Captain (afterward Rear-admiral), takes La Legère, ii. 278. La Flore, 285. Joins in the pursuit and defeat of the Rochefort squadron, iii. 521—530. Informs Lord Gambier of the arrival of Admiral Allemande, in Basque Roads, iv. 279. Attacks three frigates in the Sable D'Olonne, ib. Takes the command on the Cape of Good Hope station, 563. Sails for the island of Java, 564. Reduces the town of Samarang, 571. Appoints agents for the navy on the reduction of the island, 576. Returns to the Cape, ib. Receives the thanks of parliament, v. 41.

*Stopford*, Captain, taken by Du Perrée, after a gallant defence, iv. 400.

*Storey*, Admiral, surrenders the Dutch fleet, ii. 407.

*Strachan*, Sir Richard, attacks the Resolute, i. 345, and a French convoy, 368. Saves the crew of the Marlborough, ii. 517. Captures four sail of the line which had escaped from the battle of Trafalgar, iii. 500—502. His dispatches, 503. Watches Ferrol, iv. 22. Pursues Admiral Willaumez, 57. Blockades Rochefort, 128. Pursues Admiral Allemande, 236. Commands the expedition to Walcheren, 300. Animadversions on his conduct, 311. His letter to the Honourable W. Pole, 312, 321. His disposition of the fleet, 313. Difficulties against which he had to contend, 323, 324. Returns to England, 326. His conduct justified, 327. 408.

*Strachey*, Captain C. attempts the relief of Dantzic, iv. 98. Gets on shore, and is taken prisoner, ib.

*Strange*, Mrs. attempts to conceal Solano, the governor of Cadiz, iv. 245. Her narrow escape, ib.

*Strangford*, Lord, describes the emigration of the court of Por-

Portugal to South America, iv. 124—126. Signs a treaty of peace between Great Britain and Portugal, 420.

*Streatham* and Europe, East Indiamen, capture of, iv. 398.

*Stuart*, Lieutenant-general Charles, reduces the island of Minorca, ii. 344. Thanks the seamen for their assistance, 348.

*Stupart*, Lieutenant (afterward Captain), attacks a polacre in the harbour of La Seva, iii. 5.

*Success*, frigate, attacks the *Genereux*, iii. 9. Captures *La Diane*, 21. Gallant action of the boats of, iv. 452.

*Suchet*, General, retreats from the territory of Genoa, iii. 15. Besieges Tarragona, iv. 531. Defeats General Blake, 542. Reduces Valencia, v. 25.

*Sudermania*, duke of, commands the Swedish fleet in a battle with the Russians off Hoogland, i. 126. Is defeated at Sweaburg, 128. Makes an unsuccessful attack upon Revel, 131. Is attacked by the Russian fleet, and escapes into Biorko, 133. Assumes the regency of Sweden on the death of Gustavus III. 162, and on the deposition of Gustavus IV. iv. 402.

*Suicide* of a British captain, ii. 399.

*Superb*, attacks a Spanish three-decker, which is burnt, iii. 40. Captures the *San Antonio*, 41.

*Superieure*, gallantly engages the *Junon*, iv. 374, 375.

*Surinam*, captured by the British, ii. 447. iii. 415—419.

*Sutton*, Captain, placed under arrest by Commodore Johnstone, i. 77. Tried and acquitted, 78. Obtains a verdict against the Commodore, ib. Receives prize-money from Captain Lumley, 79.

*Sutton*, Captain S. captures *L'Ambuscade*, iii. 207.

*Suvorof*, General, storms Ismailow, i. 157. Takes Milan and Mantua, ii. 476. Defeated at Zurich, 504. Dies in disgrace, 526.

*Swaffield*, Captain, perishes in the explosion of the *Amphion*, i. 401.

*Swarty*, General, defeated and taken prisoner, iv. 430.

*Swallow*, gallant action of the boats of, v. 107.

*Sweaburg*, defeat of the Swedish fleet at, i. 128.

*Sweden*, remarks on the state of, i. 20. Declares war against Russia, 125. Concludes a peace, 140. Hostility under the neutral flag, ii. 102. Withdraws from the confederacy, 548. Revolution in, iv. 402. Makes peace with Russia and France, ib. Death of the Crown Prince of, 419. Declares war against England, ib. Joins the Allies against France, v. 72.

Norway annexed to, ib. Treaty with England, 73. Death of Gustavus, and accession of Bernadotte, 253.

*Swedish Fleet*, observations on the state of, i. 124. 142. Acts in unison with the British, iv. 226.

*Sweedland*, Lieutenant, takes possession of the fort of Cavallacci, v. 89.

*Svenkesunde*, battle of, between the Swedish and Russian fleets, i. 137.

*Swiftsure*, captures L'Atalante, i. 244. Gallant action of the boats of, v. 106.

*Switzerland*, invaded by the French, ii. 258.

*Sybille*, captured by the Romney, ii. 64. Attacks Manilla, 167. Captures La Forte, 174, La Chiffone, 177.

*Syder*, Lieutenant, is killed while boarding a Danish vessel, v. 13.

*Sykes*, John, his generous defence of Nelson, ii. 232.

*Sylla*, fortress of, attacked by General Regnier, iv. 155. Taken, 156.

*Syren*, assists in the defence of Williamstadt, i. 174.

*Syrius*, captures the Waaksamheid and Furie, ii. 398.

## T

*Tailour*, Lieutenant, commands a boat-expedition against the bay of Rosas, iv. 352. Burns or brings out all the vessels, 363.

*Talbot*, Captain J. retakes the Cleopatra, iii. 510. Captures the Ville de Milan, ib. Pursues the Rivoli, which he captures after a severe action, v. 33, 34. Is created a knight of the Bath, 34.

*Talbot*, Lieutenant, gallantly defends the post of Irois, ii. 432. Dies, ib.

*Talleyrand*, makes overtures for peace, to the British government, iv. 38. His perfidious conduct, 39.

*Tangier Island*, taken by Rear-admiral Cockburn, v. 164.

*Tanks*, used in the navy, iii. 133.

*Tappanooly*, settlement, ravaged by Monsieur Hameln, iv. 480.

*Tariffa*, town of, gallantly defended by the British, iv. 539, 540. 544, 545.

*Tarragona*, its importance to the Spaniards, iv. 429. Siege of, 530—536. Cruel treatment of the inhabitants, 536.

*Taylor*, Captain, takes possession of the castle of Castro, v. 86.

*Taylor*, Captain B. W. takes the island of Augusta, and Carzolo, v. 90. Chases the Urania, 149. Captures the island of Paxo, ib.

*Teak-wood*, used by the British government for building ships, i. 65.

*Telegraphs*, invention of, iii. 162.

*Telegraphs*, semaphoric, destroyed by Lord Cochrane, iv. 261.

*Temeraire*, mutiny on board the, ii. 560. Engages the *Fougueux*, in the battle of Trafalgar, iii. 454.

*Temple*, Lieutenant, cuts out the *Venteux*, iii. 208.

*Teneriffe*, description of, ii. 234. Attacked by Nelson, 236. Generosity of the governor, 239.

*Ternate*, island of, reduced by Captain Tucker, iv. 488.

*Terpsichore*, captures the *Mahonesa*, ii. 142, the *Vestale*, 149. Pursues a Spanish seventy-four, iii. 2. Gallant action of her officers, iv. 72, 73.

*Tête de Flandres*, fortification of, planned by Bonaparte, iv. 305.

*Tettenborne*, General, enters Hamburg, v. 76.

*Texel*, capture of the Dutch fleet in, ii. 407. Blockade of the, iii. 240.

*Thames*, captured by three French frigates, i. 368.

*Thebadeau's* description of the state of Europe, iii. 114—118.

*Theodore*, King of Corsica, account of, ii. 49.

*Theseus*, anecdote of a sailor belonging to, ii. 417. Unfortunate accident on board the, 501.

*Thetis*, attacks a French squadron, i. 475.

*Thetis*, and La Santa Brigida, captured, ii. 381.

*Thickness*, Captain J. takes the *Salamandre*, iv. 39, which he burns, 40.

*Thomas*, Captain R. makes a powerful diversion in favour of the Spaniards at Figueras, iv. 525. Attacks the Medas islands, 526. Destroys a large convoy, v. 28. Procures fresh water from the sea off the mouth of the Rhone, 29. Advantages of this discovery to the British blockading fleet, ib. 30.

*Thompson*, Captain T. B. sent to the Dey of Algiers, ii. 249. Captured by the *Generous*, 318. Tried, and honourably acquitted, 320. Captures French frigates, 488. Wounded in the attack on Copenhagen, 546.

*Thompson*, Captain H. C. boards the *Shannon*, and sets her on fire, iii. 302.

*Thompson*, Lieutenant J. attacks the French in Hieres-bay, iii. 401. Captures La Dorade, v. 23.

*Thornborough*, Admiral, captures the *Hoche*, ii. 365. Humanity of, iii. 241. Relieved by Sir S. Hood, iv. 28.

*Thornton*, Colonel, storms a fort on the Mississippi, v. 194, 195.

**Tierney**, Mr. fights a duel with Mr. Pitt, ii. 268.  
**Tillard**, Captain, witnesses an eruption from the sea, which he names Sabrina Island, v. 22.  
**Tilsit**, peace of, iv. 98.  
**Timor**, island of, affords relief to Lieut. Bligh, i. 88; and to the crew of the Pandora, 97.  
**Tinteniac**, Chevalier de, carries offers of assistance from the British to the Vendees, i. 489. His death, 493.  
**Tippoo Saib**, death of, ii. 175.  
**Tobago**, island of, taken by the British, ii. 2. iii. 280.  
**Tobin**, Capt. G. captures the Cyane, iii. 514; La Trave, v. 84.  
**Todd**, Captain, his exertions and death in the burning of the Queen Charlotte, iii. 11, 12.  
**Tolstoy**, General, commands the Swedish army, iv. 13.  
**Tomlinson**, Captain Nicholas, distinguishes himself in the Channel, ii. 41.  
**Tomkinson**, Captain, retakes the Ceylon, iv. 480.  
**Torbay**, an unsafe anchorage, i. 368, 367.  
**Torrington**, Captain Lord Viscount, conveys the Prince of Orange to Holland, v. 81, 82.  
**Tott**, Baron de, his account of the enormous guns employed by the Turks, iv. 148, 149.  
**Totty**, Rear-admiral, loses the Invincible, ii. 536.  
**Toulon**, description of, i. 196. Lord Hood negotiates with the inhabitants, 200. Their declaration, 203. Surrenders to the British, 205. Attacked by the republicans, 211. Impracticable nature of the defence, 212. Defection of the Toulonese, 217. Desperate state of the town, 220. Horrors attending its evacuation, ib. 221. Cruelty of the republicans on their entry, 223. The Convention changes its name to Port Mountain, 236.  
**Toulouse**, battle of, iv. 144.  
**Tournay**, battle of, i. 164.  
**Toussaint L'Ouverture**, character of, ii. 423. Becomes master of St. Domingo, iii. 266. His politic conduct, ib. Opposes the landing of the French, 270. His interview with his sons, 273. Compelled to surrender, ib. Is sent to France, where he dies, 274.  
**Townshend**, Lord J. claims the deserters from the Halifax, iv. 161. Is insulted, ib.  
**Trafalgar**, battle of, iii. 445—494.  
**Transfer**, captures a Spanish merchantman, iii. 3.

*Transports*, expense incurred by hiring, i. 46. Advantages attending the employment of old ships of war in that service, ib  
*Travers*, Samuel, Esq. appoints by his will seven poor naval knights, ii. 47.

*Treaty* of peace with Russia, iii. 95, with France, 102. v. 158—160, with Denmark, v. 158.

*Tremendous*, mutiny on board the, ii. 169. Destroys La Preneuse, 172.

*Trevors*, Lieut. successful enterprise of, v. 107.

*Trent*, gallant action of the boats of, ii. 449.

*Treville*, La Touche, commands a squadron against St. Domingo, iii. 268. Takes Fort Republican, 270. Bonaparte's orders to him, 357. His false assertion respecting Nelson, 400. Dies, ib.

*Tribune*, lost in Halifax harbour, i. 478.

*Trieste*, reduction of, by the British and Austrians, v. 103.

*Trigge*, Sir Thomas, takes Surinam, ii. 447, and Danish West India islands, 450.

*Trincomalee*, attacks L'Iphigenie, and is blown up, ii. 176.

*Trincomalee*, in the island of Ceylon, ceded to the Dutch, i. 10. Its great importance, ib. 11. 339. Captured by the British, ii. 164.

*Trinidad*, island of, captured by the British, ii. 429.

*Tripoli*, government of, agrees to the abolition of slavery, v. 249.

*Tritton*, Captain, destroys several trabaccolis on the island of Corfu, v. 87.

*Trogoffe*, Admiral, accompanies Lord Hood from Toulon, i. 229.

*Trollope*, Major, quells the mutiny on board the Venerable, i. 421.

*Trollope*, Captain Henry, gallantly attacks a French squadron, ii. 100. Appointed to the Russell, 101. Informs Admiral Duncan of the sailing of the Dutch fleet, 107. Commands his Majesty's yacht, 119. Created a knight-banneret, 120.

*Trollope*, Captain, gallantly attacks a division of the Boulogne flotilla, v. 11. Is promoted, 12.

*Trowbridge*, Sir Thomas, captured by Admiral Nieully, i. 245.

Anecdotes of, 307, 485. Assists in setting the Sans Pareille to rights after her surrender, 308. Blockades the port of Toulon, ii. 123. Captures the Neusta Senora del Carmen, 150. Gallant conduct in the battle off Cape S. Vincent, 152. Undaunted behaviour in the attack on Teneriffe, 238. Joins

**Nelson off Toulon**, 301. Gets aground in Abeukit-bay, 307. 310. His services after the battle of the Nile, 328. Successes on the coast of Italy, 474. 477. 484. Takes Rome, Civita Vecchia, &c. 486. Reduces the castle of St. Elmo, 491. Capua, 492. Gaeta, 493. Sails for the East Indies, iii. 351. His action with Admiral Linois, 352. Is lost off Madagascar, iv. 179, 180. His character, 182.

**Trowbridge**, Captain T. engages and destroys a Dutch squadron in the straits of Salayer, iv. 74. Goes in search of his father, 181.

**Truguet**, French Admiral, cannonades Oneglia, i. 165.

**Truscott pump**, advantages derived from its invention, iii. 133.

**Truxton**, Commodore, captures the *Insurgente*, ii. 185. His gallant action with *La Vengeance*, 187.

**Tryon**, Lieutenant, boards *Le Barbier de Seville*, iv. 425. Dies of his wounds, ib.

**Tschitgakoff**, Admiral, defeats the Swedes in Wybourg-bay, i. 136. Pursues the French, v. 74. His letters on the retreat of Bonaparte from Russia, 75, 76.

**Tucker**, Captain E. reduces the island of Amboyna, iv. 486. Captures the Rembang and Hope, 487. Subdues the islands of Celebes, Mandano, and Ternate, 488. Assists in the capture of the Essex, v. 161.

**Tuckey**, Captain, his expedition to the river Zaire, v. 329. Dies, 322.

**Tullidge**, Lieutenant J. C. is tried for the loss of the *Africaine*, iv. 478. Acquitted and promoted, ib.

**Tunis**, Bey of, agrees to the abolition of slavery, v. 249.

**Turkey**, revolutions in, iv. 420.

**Turks**, oppressed by Russia and Austria, i. 30. Conduct of the Grand Seignior, 113. Their forces, 120. Are repulsed in an attack on Kinburn, 121. Their fleet defeated before Otchakoff, 122. Conclude a treaty of peace with Austria, 144. Their critical situation, 156. Peace with Russia, 158. Alarmed by the French, ii. 378. Defeated by Bonaparte, 484. Attack Zante, Corfu, &c. 469. Declare war against Russia, iv. 185. 421. Become the enemies of England, iv. 259. Attempt of the Greeks to throw off their yoke, v. 279.

**Turner**, Lieutenant, captures *L'Espader* privateer, v. 23.

**Twyssden**, Captain, captures the *Bordelais*, ii. 382.

**Tyler**, Captain, commands the *Tonnant* in the battle of Trafalgar, iii. 468.

## U

*Ulm*, capitulation of, iv. 15.

*Undaunted*, frigate, conveys Bonaparte to Elba, v. 154—157.

*Unicorn*, captures the Comet, i. 390, *La Tribune*, 898, and *L'Eclair*, 407.

*United Irishmen*, in the Navy, account of, ii. 286.

*United States of America*, their policy towards Great Britain, i. 457. Commercial treaty, 462—465. Causes of their disagreement with the French, 463. 470. ii. 186. Admit the British right of search, i. 465. Speech of the President, ii. 180. 184. Increase their forces, 181. Cause of their animosity to the British, 189. iv. 60. 167. Circular to naval commanders, ii. 184. Defend their commerce against the French cruisers, 185, 187. Pass the non-importation laws, iv. 60. Suspect them, 160. President's message to the senate, 165. Fruitless negotiations with England, 417. Unprincipled manner in which excitement against England was produced, 552. Declaration of war, v. 42. Forces sent against, 122. 186. Remarks on internal state of, 199. Treaty of peace, 203. Retrospective view of the war, 204. Observations on the conduct of the Americans, 205.

*United States*, frigate, captures the *Macedonian*, v. 59, 60.

*Unwin*, Mr. recaptures the *Marquis of Granby*, ii. 384.

*Uovo and Nouvo*, capitulation of the castles of, ii. 477, violated, 478. 480.

*Urania*, chased by the *Cerberus*, v. 149. Burnt by her captain, ib.

*Usher*, Captain T. destroys a Spanish convoy, iv. 241. Attacks the town of Almunecar, v. 35. Demolishes the castle, 36. Destroys the battery of Càrey, 89, and Cassio, 99. His reception at Marseilles, 152, 153. Conveys Bonaparte to Elba, 154—156.

## V

*Valançay*, fruitless attempt of the Baron de Koll to release Ferdinand VII. from, iv. 421—424.

*Valencia*, besieged by General Suchet, iv. 542. Surrenders, v. 25.

*Valenciennes*, taken by the Duke of York, i. 177. Retaken, 182.

*Valette*, fortress of, surrenders to the British, iii. 24.

*Vancouver*, Captain George, surveys the western coast of South America, i. 160.

*Vandeput*, Vice-admiral, commands on the Lisbon station, ii.  
42. Sails to Halifax, 44.

*Vanguard*, dismasted, ii. 294.

*Vansittart*, Captain N. captures the privateer Vice-admiral Martin, iv. 517.

*Vashon*, Captain J. G. attacks the Jygate pirates, iii. 333.

*Vassal*, Lieutenant-colonel, takes Maldonada, iv. 190. Dies of his wounds at Monte Video, 195.

*Vaugiraud*, Count de, governor of Martinique, applies for assistance from the British commanders, v. 293. Anecdote of, 296.

*Vendée*, rise and progress of the war in, i. 482—504.

*Venerable*, mutiny on board the, i. 421. Captures the Alcmene and L'Iphigenie, v. 177, 178.

*Venezuela*, states of, declare their independence, v. 342.

*Vengeur*, her action with the Brunswick, i. 285.

*Venice*, republic of, remonstrates with the Emperor Joseph, i. 116. City of, blockaded, iv. 18. Evacuated by the Austrians, ib.

*Ventilation*, beneficial effects of, in ships of war, iii. 142.

*Venus*, La, captures the Ceylon, iv. 473. Is taken by the Boadicea, 479. Name of, changed to the Nereide, 482.

*Vergennes*, M. de, favours the Dutch patriots, i. 31. 34.

*Vestale*, La, captured by the Terpsichore, ii. 149. Escapes, 150. Retaken, 381.

*Via Reggio*, reduction of, v. 109, 110.

*Vice-admiral Martin*, privateer, captured, iv. 517.

*Victor Hugues*, retakes the island of Guadalupe, ii. 30. Character of, 192. Reinforced from France, 193. Murders the loyalists, 195, and English prisoners, 196. Digs up the body of General Dundas, ib. Obtains possession of St. Eustatia, 207. Lands in St. Lucia, ib. and compels General Stewart to evacuate the island, 208. Excites a rebellion in St. Vincent, 209. Assists the Caribs, 210. Sends an expedition against Anguilla, 221. Appointed governor of Surinam, iii. 359. Compelled to surrender the settlement of Cayenne, iv. 383.

*Victor*, General, takes Seville, iv. 411. Is defeated by Colonel Skerrit, at Tariffa, v. 25.

*Victor*, sloop, singular conflict on the decks of, iv. 183.

*Victorieuse*, captures a French privateer, ii. 442.

*Victorious*, captures the Rivoli, v. 33, 34.

*Victory*, carries Nelson's flag in the battle of Trafalgar, iii. 449.  
Runs on board the Redoutable, 453. Engages the Santissima Trinidad and Bucentaure, 455. Conveys the body of Nelson to England, 496.

*Vidal*, Lieutenant, captures a Dutch brig, iv. 487.

*Villaret*, Admiral, sails from Brest with the French fleet, i. 245. Defeated by Lord Howe, 274. Meets with Admiral Montague, 297; to whom he gives chase, 298. Commands the expedition against St. Domingo, iii. 267. Takes Cape François, 270. Informs Sir John Duckworth of his arrival and success, 271. Appointed governor of Martinique, 359. Is attacked by the British, iv. 365. Shuts himself up in Fort Bourbon, 366. Capitulates, 369.

*Ville de Milan*, takes the Cleopatra, iii. 506. Captured, with her prize, by the Cambrian, 510.

*Villeneuve*, Admiral, his account of the engagement with Sir R. Calder, iii. 373. Arrives at Cadiz, 383. Commands the Toulon fleet, 400. Sails, 401, but is driven back, 405. Sails again, 409. Chased by Nelson, ib. 429. Joined by a Spanish squadron, under Gravina, 410. His instructions, 411. 424—427. Reaches Martinique, 424. Recaptures the Diamond Rock, 430. Returns, and is defeated by Sir R. Calder, ib. Arrives at Cadiz, 437. Comes out of port, 445. His reasons for so doing, 447. Attacked by Nelson off Trafalgar, 452. Totally defeated and taken prisoner, 467. His death and character, 469.

*Vincejo*, capture of the, iii. 312.

*Vincent*, Captain R. B. gallantly defends the Arrow, iii. 406.

*Virginie*, La, captured, i. 397. Success of, on her passage to Amboyna, ii. 177.

*Vittoria*, battle of, v. 78.

*Volcanic* eruption, near St. Michael's, v. 22.

*Volontaire*, gallant actions of the boats of, v. 32. 38.

## W

*Wainwright*, Captain J. is sent against the pirates in the Persian gulf, iv. 394. Defeats them at Ras al Khyma, 395. Destroys their vessels and storehouses, ib. Reduces the fort of Luft, ib.

*Walcheren*, expedition to, iv. 299—326. Remarks on its evacuation, 328, 329. Debates in Parliament on, 405—409.

*Waldegrave*, Vice-admiral, commands on the Newfoundland station, ii. 186. Returns home, 189.

*Waldegrave*, Capt. G. G. takes a large convoy and several gun-boats, iv. 455, 456. Gains possession of St. Philion and Pa-james, 546. Destroys batteries near Cape Creisette, v. 88.

*Wales*, Prince of, assumes the Regency on the lamented illness of his Majesty King George III. iv. 501. Visits Portsmouth with the Emperor Alexander and the King of Prussia, v. 181—184.

*Walker*, Captain B. captures Le Papillon, iv. 394.

*Walker*, Captain J. saves the garrison of St. Marc from the fury of the blacks, iii. 282.

*Wallis*, Captain, captures the Impaciente, iii. 208.

*Walpole*, General, subdues the Maroons, ii. 206.

*Walpole*, Hon. Lieut. William, gallantly cuts out a lugger from Cherbourg, iii. 210.

*Waltham-abbey*, establishment of powder-mills at, i. 76.

*War*, declarations of, unnecessary, iv. 208, 209.

*Ward*, Lieut. boards a Spanish armed schooner, iv. 64. Promoted, 85.

*Warrand*, Lieut. captures La Ville de Caen, v. 24.

*Warre*, Captain, his success in the West Indies, ii. 220.

*Warren*, Sir John Borlase, takes three French frigates, i. 244. Captures a French convoy, 365. Successes of his squadron, 368. 385. 391. 398. ii. 95, 96. 385, 386. Captures L'Eveille, i. 390. Commands the expedition to Quiberon-bay, ii. 83. Repulsed in an attack on the island of Normouier, 40. Intercepts the French expedition against Ireland, 364. Sails with an expedition to Ferrol, 512. Joins Lord Keith at Gibraltar, iii. 25. Lands a body of men for the defence of Elba, 7. 50. Pursues Admiral Gantheaume, 82, 83. Meets with Admiral Linois, iv. 23; whom he defeats and captures, 24. Pursues Admiral Willaumez, 57. Succeeds Vice-admiral Berkley on the Halifax station, iv. 358. Takes the command in the Windward and Leeward islands, v. 56. Sails for the Chesapeake, ib. 122. 126. Is recalled, 162.

*Warren*, Captain F. attacked by Danish gun-boats, iv. 231. Captures General Jumelle, 571.

*Warrior*, proceeds against Zante and Cephalonia, iv. 355.

*Washington*, General, concludes a commercial treaty between England and America, i. 462. Appointed to the command of the army, 475.

*Washington*, entered by the British, who destroy the public works, v. 166.

*Wasp*, American sloop, captures the Frolic, v. 56, 57. Taken by the Poictiers, 58.

*Wasp*, American brig, sinks the Avon, v. 141.

*Waterloo*, battle of, v. 213.

*Watkins*, Lieut. (afterward Captain), takes the command of the Blanche, on the death of Captain Faulknor, ii. 199. Takes the island of Curaçoa, 446.

*Wanslope*, Major-general, killed in the attack on Rosetta, iv. 153.

*Weatheral*, Captain, informs Sir A. Cochrane of the fate of the Junon, iv. 392.

*Weazle*, brig, assists in the capture of the Rivoli, v. 33, 34. Desperate action with gun-boats, 91—93.

*Weeks*, Captain John, his substitute for a lower-deck port, ii. 69. Invents a night-telegraph, iii. 166.

*Weeks*, Lieut. J. attacks two frigates off port L'Orient, v. 20, 21.

*Weir*, Captain H. defeats a Danish squadron, v. 7. Is promoted, 9.

*Wellesley*, Marquis, is sent out as ambassador to the Supreme Junta of Seville, iv. 343. His enthusiastic reception at Cadiz, 344. Returns to England, 346. Becomes secretary of state for foreign affairs, 410. His reply to Bonaparte's proposal for an abrogation of the orders in council, 416. His plan for the release of Ferdinand VII. from Valançay, 422, proves fruitless, 424. Moves for an inquiry into the retreat of the British from Burgos, v. 70.

*Wellesley*, Sir Arthur, defeats the Danes in the island of Zealand, iv. 110. Signs the capitulation of Copenhagen, 113. 116. Sent with an army to Portugal, 254. Defeats the French at Caldas and Rolica, 255, and Vimiera, 256. Proves the necessity of the convention of Cintra, 278. Defeats Soult on the banks of the Douro, 336. Enters Oporto, ib. Obtains a victory at Talavera, 343. See *Wellington*.

*Wellington*, Duke of, pursues Massena, iv. 523. Gains the battle of Alhuera, ib. Storms Ciudad Rodrigo and Badajoz, v. 26. Enters Madrid, ib. Defeats General Rouget, 27. Gains the battle of Vittoria, 78. Enters France, ib. Storms St. Sebastian, 96. Passes the Adour, 142. Defeats Soult at Toulouse, 144. Is sent to the Netherlands, 210. Overthrows Bonaparte at Waterloo, 213.

*Weer*, frigate, captured by the Scylla and Royalist, v. 83.

*West*, Capt. John, compels the French to retire from Rosas, iv.

262. Drives a convoy into the port of Duin, 358. Takes two national brigs, v. 32.

*West India* islands, bill passed for the fortifying of, i. 76. Bread-fruit imported into, 101. Observations on, 309. In great distress, 311. Bill for their relief, 313. Population, 314. Importation of slaves into, 315. Amount of exports and imports, 315, 316. Their importance, 317. Value of those belonging to France, 318. Remarks on the climate, 331. Station preferred by seamen, 332. Failure of the expedition to, 390. Renewal of the war in, ii. 191. State of, in 1808, iv. 263. Cruelties of the pirates in, v. 281—287.

*Westcott*, Capt. killed in the battle of the Nile, ii. 309.

*Western*, Capt. Thomas, captures *La Republicaine*, ii. 449.

*Western*, Lieut. John, killed at the siege of Williamstadt, i. 174.

*Westphal*, Lieut. destroys a French convoy, iv. 513.

*Wetherall*, Major-general, sails with a division of the expedition against Java, iv. 564.

*Wexford*, surrenders, ii. 282.

*Whinyates*, Capt. gallantly defends the *Frolic* against the *Wasp*, v. 56, 57. Surrenders, 58. Is retaken, ib.

*Whitbread*, Mr. opposes the address in the house of commons, v. 41.

*Whitby*, Capt. tried and acquitted for the death of John Pearce, iv. 61—63. 167.

*White*, Capt. sinks *La Trompeuse*, ii. 433.

*White*, Major-general, takes Demerara, Essequibo, and Berbice, iv. 215.

*Whitelock*, General, invests Buenos Ayres, iv. 196. His preparations for an attack, 197, which fails, 199. Capitulates, 200. Returns to England, 202. Is tried, and dismissed from his majesty's service, ib.

*Whitworth*, Lord, adjusts the dispute between England and Denmark, ii. 421.

*Whyte*, Brigadier-general, takes Port-au-Prince, ii. 10.

*Wilberforce*, Mr. speech of, ii. 266. Advocates the cause of distressed seamen, iii. 159.

*Willaumez*, Admiral, sails from Brest, iv. 56. His route, 57. Pursued by the British, ib. Disperses his squadron, 58. Attacked by the Anson, 59. Reaches the Havannah, ib.

*Willes*, Lieut. G. takes possession of Trieste, iv. 340, and of Cesenatico, 341. Bravely continues the action with the

Neapolitan squadron after Captain Brenton is wounded, 435.  
Is created companion of the order of St. Ferdinand, 436.  
*Williams*, Sir William, captures the *Comet*, i. 390, the *Tribune*, 308, and *L'Eclair*, 407. Engages a Dutch ship of the line, ii. 117. Prevents the escape of the rebels from Wexford, 282.  
*Williamson*, Capt. dismissed for his conduct in the battle of Camperdown, ii. 118.  
*Williamstadt*, siege of, raised, i. 174.  
*Willoughby*, Capt. commands the seamen and marines employed on shore against the Isle of Bourbon, iv. 398. Destroys the magazines, &c. 399. Attacks the port of Jacotel, in the Isle of France, 458. Distributes proclamations among the inhabitants, ib. Lands troops on the Isle of Bourbon, 460. Guards the Isle de la Passe, 465. Engages Du Perrée's squadron, 466. Is reinforced and again proceeds to the attack, 467. Is wounded and totally defeated, 468, 469. Honourably acquitted for the loss of his ship, 471.  
*Wilson*, Capt. the first navigator who lands on the Pellew islands, i. 102.  
*Windham*, Indiaman, captured by the *Bellone*, iv. 462. Recaptured by the *Sirius*, 467.  
*Windsor Castle*, packet, takes a French privateer, iv. 177.  
*Winter*, Admiral De, his bravery and capture in the battle of Camperdown, ii. 108. 116.  
*Winthrop*, Capt. his bravery and success, ii. 401. Summons the Dutch fleet, 405. Destroys a French frigate, iii. 301.  
*Wirion*, the commandant of Verdun, his treatment of the English detainees, iii. 221. 228. Commits suicide, 238.  
*Wise*, Capt. takes several privateers, iv. 173. Storms the fort of Samana, 174.  
*Witgenstein*, Count, defeats General Oudinot, v. 6.  
*Wolfe*, Capt. destroys two French corvettes, iii. 310. Takes the *Phoenix*, iv. 426.  
*Wolverine*, capture of, iii. 391.  
*Wood*, Mr. (British Consul) claims deserters at Baltimore, iv. 361.  
*Woodcock*, Lieut. boards and captures two national brigs, v. 22.  
*Woodley*, Capt. his observations on the royalists at Quiberon-bay, ii. 37.  
*Woodriff*, Capt. meets with the Rotherford squadron, iv. 20. His gallant resistance, ib. Surrenders, 21. Tried and acquitted, ib.

*Woolcomb*, Capt. J. C. engages the *Canonnière*, iv. 273. Taken, after a gallant defence, ib.

*Wooldridge*, Capt. captures the *Virgine del Rosario*, iii. 52. Breaks the boom which defended the French squadron in Basque Roads, iv. 283. Is promoted and receives a medal from his Majesty, 287.

*Woolley*, Capt. captures *La Gaieté*, ii. 96. Detached to assist General Abercrombie, 220.

*Worth*, Capt. boards the *Alomene*, v. 177.

*Wright*, Capt. captured, iii. 312. Confined in the temple, 313. Is murdered, ib.

*Wybourg-bay*, battle of, i. 135.

*Wynter*, Capt. sails up the river San Peyo and attacks Marshal Ney, iv. 337. Destroys the batteries, ib.

## Y

*Yarmouth*, Lord, detained a prisoner at Verdun, iv. 38. Liberated, ib. Commences negotiations for peace, ib.

*Yellow Fever*, mode of preventing, i. 331.

*Yeo*, Lieutenant (afterward Sir) James Lucas, his gallantry in the port of Cesenatico, iii. 21, the bay of Camarinas, 389, and fort of Muros, ib. Appointed to the *Confiance*, 390. Is detached against the settlement of Cayenne, 382. Storms the forts, ib. Compels Victor Hugues to surrender, 383. Commands on the Lakes of Canada, v. 129. Defeats the American squadron, 130. Reflects on the conduct of Sir George Prevost, 174. Dies, ib.

*York*, his Royal Highness the Duke of, sent with an army to Holland, i. 174. Defeats the French at Farmars, 177. Takes Valenciennes, ib. Obliged to raise the siege of Dunkirk, 178. Refuses to serve under General Clairfayt, 179. Retires with the British to Antwerp, 180. Is joined by the forces under Lord Moira, 181. Compelled to retreat, 182. Returns to England, 184. Objects to soldiers being subjected to naval discipline, 387. Lands in Holland, and is defeated, ii. 409. Attacks the enemy's lines, 410. Evacuates Holland, 411.

*Yorke*, Right Hon. Charles, presents a memorial to the Prince Regent, for the construction of a breakwater in Plymouth Sound, iii. 134. His observations on the land-forces of France and England, 195—199. On the peace of Tilsit, iv. 208. Succeeds Lord Mulgrave at the board of Admiralty, 410.

**Yorke**, Sir Joseph, cruises off Belleisle, iv. 22. Commands a squadron in Basque Roads, 426, and stops the enemy's coasting trade, ib. Arrives in the Tagus with reinforcements for Lord Wellington, 522.

**Yorke**, Captain J. S. takes the Alliance, a Dutch frigate, i. 191. **Young**, Admiral, presides on the trial of Sir Home Popham, iv. 82. Commands the North Sea fleet, v. 12. 81. His letter to Lieut. T. B. Devon, 326.

**Young**, Captain William, superintends the landing of the troops in Egypt. iii. 66.

**Youngusband**, Captain, engages the Egyptienne, iii. 414.

## Z

**Zaire**. See **Congo**.

**Zante**, island of, taken by the Turks and Russians, ii. 469. Reduced by the British, iv. 355.

**Zara**, reduction of the port and castle of, v. 106.

**Zayas**, Spanish General, conducts an expedition against the French blockading Badajoz, iv. 529.

END OF VOL. V

## ERRATA.

Vol. iv. p. 352. l. 1. *for* Bayntun, *read* Hervey.

— p. 352. l. 13. *for* off Cette, *read* in the harbour of Cette.

— p. 450. l. 5. *for* Malta, *read* Minorca.



